CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500163854

Erf 38552, 155 Steve Biko Road, Harare, Khayelitsha

Development Management

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REMAINDER ERF 38552 KHAYELITSHA

Planning Applications to Permit Residential Development

JONO trust
PROFESSIONAL
PLANNERS

April 2026
Revised: 03 August 2026
Revised: 12 October 2026

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Prepared by:

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1.0 INTRODUCTION

1.1 Background and Purpose of Application

The City of Cape Town (Human Settlements: Informal Settlements Branch) intends to develop Remainder Erf 38552 Khayelitsha for residential purposes. JONO Trust Professional Planners is responsible for preparing and managing the planning process that aims to acquire the necessary development rights that will allow the property to be used for accommodation purposes.

Bergstan South Africa Consulting and Development Engineers (Pty) Ltd ('Bergstan SA') is managing the consulting professional team on behalf the City of Cape Town. Key members of the consulting team include:

- Project Manager: Bergstan SA
- Environmental Practitioner: Braaf SA
- Landscape Architect: Samantha Glen Landscape Architects
- Civil Engineers: Bergstan SA
- Traffic Engineer: Liezl Stodart Pr Eng

1.2 Property Location

Figure 1.1: Locality Plan shows that the site is located in the Harare suburb on the corner of two main roads (Steve Biko Road and Mew Way). The site is located in the 'Urban Development' area and located north of Monwabisi Park Informal Settlement. Remainder Erf 38552 Khayelitsha is located at 155 Steve Biko Road.

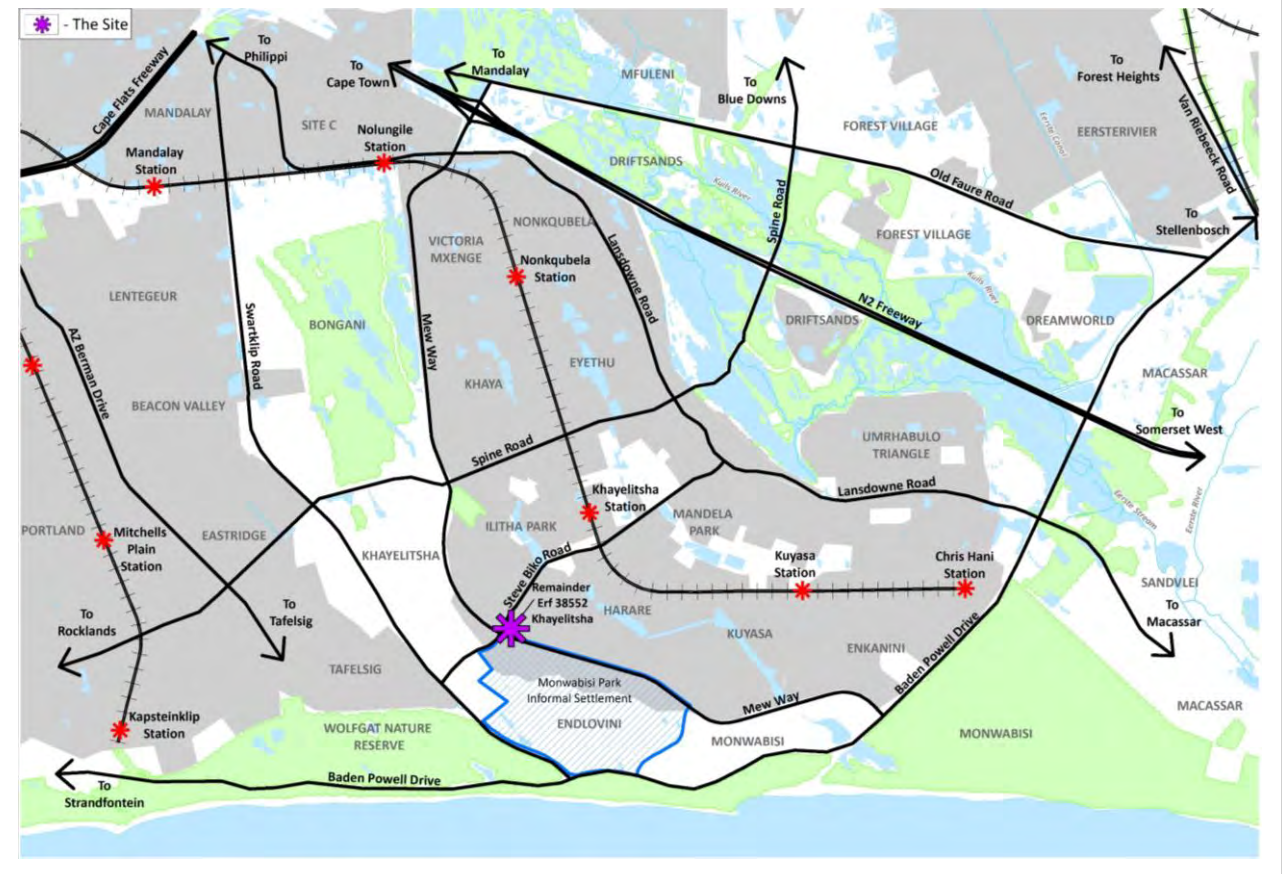


Figure 1.1: Locality Plan

1.2 Property Details

Property Descriptions:	Remainder Erf 38552 Khayelitsha (refer to **Figure 1.2: Property Concerned**)
Registered Owner:	City of Cape Town (refer to **Annexure 1: Ownership Printout**)
Applicant:	JONO Trust Professional Planners (refer to **Annexure 2: Power of Attorney**)
Extent:	Approx.: 2,82ha (28 210,26m^2) (refer to **Figures 1.2**)
SG Diagram:	SG No. 6508/2006 (refer to **Annexure 3: General Plan**)
Title Deed:	
Restrictive Title Conditions:	The Deed of Transfer do not contain any conditions that prevents Remainder Erf 38552 Khayelitsha from being developed.
Applicable Zoning Scheme:	City of Cape Town Development Management Scheme (refer to **Annexure 5: Zoning Certificate**).
Current Zoning:	Community Zoning 1: Local (CO1)
Current Land Use:	Encroachment

1.4 Summary of Applications

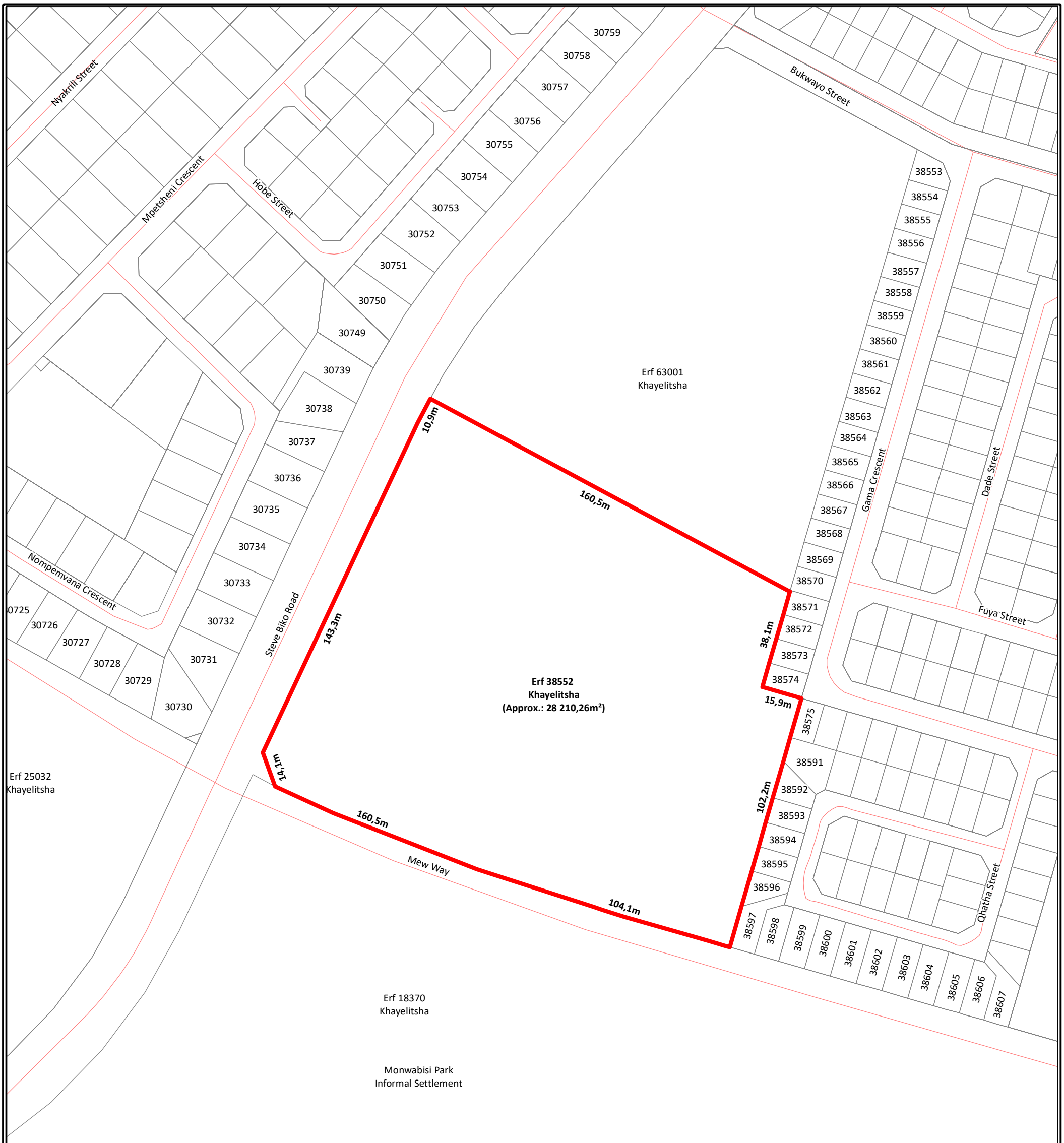
This application report concerns Remainder Erf 38552 Khayelitsha. The property is zoned 'Community Zoning 1: Local (CO1) terms of the Cape Town Zoning Development Management Scheme.

This report makes the following applications:

- Application in terms of Section 42(a) of the By-Law to rezone Remainder Erf 38552 Khayelitsha from Community Zoning 1: Local (CO1) to Subdivisional Area to permit:
    - Residential uses;
    - Business uses;
    - Community facility uses;
    - Open space uses;
    - Utility uses; and
    - Public road uses.

- Application in terms of Section 42(d) of the By-Law to subdivide the property into superblocks to accommodate:
    - 6 residential superblocks;
    - 1 business portion;
    - 1 community facility portion;
    - 1 open space portion;
    - 5 Utility portions; and
    - 1 public road portion.

- Application in terms of Section 42(i) of the By-Law for approval of the landscaping plan.



Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Street Centrelines
- -

Remainder Erf 38552 Khayelitsha | **1.2**

PROPERTY CONCERNED

SCALE at A3
1:1 500

0 5 10 20 30 40 50 Meters

N

JONO TRUST

Job:25.343 | mxd: Property Concerned | Date: October 2025

- Deviation from the Khayelitsha/ Mitchells Plain/ Greater Blue Downs District Spatial Development Framework (2023) (Section 16 of the MPBL): The proposed shift from 'Potential Commercial Development' to predominantly residential use development is not aligned with the current Khayelitsha/ Mitchells Plain/ Greater Blue Downs District SDF designation.

The application forms are attached as **Annexure 6: Land Use Application Form**.

2.0 LEGAL FRAMEWORK

The process and assessment of planning applications are set out and governed by the legal and policy environment that apply to land development. This section provides an overview of the relevant provisions in law that will apply to the applications made on Remainder Erf 38552 Khayelitsha.

2.1 Spatial Planning and Land Use Management Act (16 of 2013)

This national legislation sets out principles that must be encouraged:

- The principle of spatial sustainability, whereby spatial planning and land use management systems must:
  - Promote land development that is within the fiscal, institutional and administrative means of the Republic;
  - Uphold constancy of land use measures in accordance with environmental management instruments;
  - Promote and stimulate the effective and equitable functioning of land markets;
  - Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;
  - Promote land development in locations that are sustainable and limit urban sprawl; and
  - Result in communities that are viable.

- The principle of efficiency, whereby:
  - Land development optimises the use of existing resources and infrastructure;
  - Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and
  - Development application procedures are efficient and streamlined and timeframes are adhered to by all parties.

SPLUMA demonstrates a concern with the locational & operational aspects of urban areas, in order to ensure that those who occupy these areas have a better quality of life.

2.2 Land Use Planning Act (3 of 2014)

The Land Use Planning Act sets out the principles for development as well as the minimum requirements for municipal planning matters as well as the minimum content for metropolitan spatial development frameworks and zoning schemes at the provincial level. The minimum requirements, set out in Section 2 apply, include:

- Municipalities are responsible for land use planning in their respective municipal areas and within their jurisdiction.

- A municipality must regulate at least the following:
  - the development, adoption, amendment and review of a zoning scheme for the municipal area;
  - the procedures in terms of which the municipality receives, considers and decides on land use applications;
  - the procedures in terms of which the municipality facilitates public participation in its consideration of land use applications;
  - the criteria for deciding on land use applications;
  - the imposition of conditions of approval for land use applications;
  - the procedures applicable after a land use application has been approved; and

- the enforcement by the municipality of its by-laws and decisions about land use planning.

- A municipality must perform the functions referred to in this section in accordance with this Act.

The Cape Town Municipal Planning By-law now provides for the R2 zone, which is a more appropriate zone to manage use and development in poorer communities.

2.3 City of Cape Town Municipal Planning By-law

The City of Cape Town Municipal Planning By-law provides the mechanism for land development, including subdivisions. The By-law also provides the general procedures for all applications. The procedures include making an application, notice and comment, process and criteria for deciding application, the decision, the appeal process, etc.

- An application must be refused if the decision-maker is satisfied that it fails to comply with the following minimum threshold requirements –
  - the application must comply with the requirements of this By-Law;
  - the proposed land use must comply with or be consistent with the municipal spatial development framework, or if not, a deviation from the municipal spatial development framework must be permissible;
  - the proposed land use must be desirable as contemplated in subsection (3); and
  - in the case of an application for a departure to alter the development rules relating to permitted floor space or height, approval of the application would not have the effect of granting the property the development rules of the next subzone within a zone.

- If an application is not refused under subsection (1), when deciding whether to approve the application, the decision maker must consider all relevant considerations including, where relevant, the following:
  - any applicable spatial development framework;
  - relevant criteria contemplated in the development management scheme;
  - any applicable policy approved by the City to guide decision making;
  - the extent of desirability of the proposed land use as contemplated in subsection (3);
  - impact on existing rights (other than the right to be protected against trade competition);
  - in an application for the consolidation of land unit – (i) the scale and design of the development; (ii) the impact of the building massing; (iii) the impact on surrounding properties; and (g) other considerations prescribed in relevant national or provincial legislation.

- The following considerations are relevant to the assessment under subsection (1)(c) of whether, and under subsection (2)(d) of the extent to which, the proposed land use would be desirable:
  - Socio-economic impact;
  - scale of the capital investment;
  - compatibility with surrounding uses;
  - impact on the external engineering services;
  - impact on safety, health and wellbeing of the surrounding community;
  - impact on heritage;
  - impact on the biophysical environment;
  - traffic impacts, parking, access and other transport related considerations; and
  - Whether the imposition of conditions can mitigate an adverse impact of the proposed land use.

- No decision required to be made in terms of this By-Law may be delayed pending the creation

of a policy to guide decision-making on the matter.

The application report for Remainder Erf 38552 Khayelitsha will show that the proposals are consistent with the applicable spatial planning frameworks, are desirable within the local context and does not present a significant impact on the local environment.

2.4 National Environmental Management Act, 1989 (Act 107 of 1998)

The National Environmental Management Act and Environmental Impact Assessment (EIA) Regulations identify certain activities that may be detrimental to the environment. The proposal development does not trigger the need for an environmental assessment. The Environmental Assessment Practitioner (EAP) has confirmed this (refer to **Annexure 7: Environmental Assessment Practitioner**).

2.5 National Heritage Resources Act, 1999 (Act 25 of 1999)

The legislation "aims to promote good management of the national estate, and the enable and encourage communities to nurture and conserve the legacy". Section 38 lists a host of development categories, which if pursued, requires that the responsible heritage resources authority, Heritage Western Cape (HWC), be notified.

Remainder Erf 38552 Khayelitsha 2.8211ha and the proposal is to subdivide the site into more than 3 portions. This triggers a notification to HWC in terms of Section 38. The NID application was submitted to HWC. Heritage Western Cape has confirmed that no further action under Section 38 is required (refer to **Annexure 8: HWC Response to NID**).

2.6 Summary: Legal Framework

SPLUMA promotes land use intensification to facilitate spatial justice, spatial sustainability and efficiency. Increased land use intensity allows more people to access and use the existing resources and infrastructure. LUPA reiterates the principles set out in SPLUMA at the provincial level and the City of Cape Town By-Law adopts these principles and procedures at a municipality level.

The By-law sets out the tests for the desirability (refer to Section 4) of land use applications and makes the point that applications can only be refused on the basis of "lack of desirability of the contemplated utilization of land concerned including the guideline proposals included in a relevant structure plan so far as it relates to desirability, or on the basis of its effect on existing rights concerned''.

3.0 PLANNING POLICY

The proposed residential development on Remainder Erf 38552 Khayelitsha is being undertaken to improve the lives of future housing beneficiaries and to improve the living conditions of future residents. This is an example of residential development within an existing urban area that is well served by public transport and engineering services.

Section 3.0 identifies the relevant planning policies that apply to the assessment of land use applications and shows that the proposed development on Remainder Erf 38552 Khayelitsha is 'desirable' from a policy perspective.

3.1 Cape Town Spatial Development Framework (CTSDF):

Cape Town's Municipal Spatial Development Framework (MSDF) was approved on the 26 January 2023, and sets out the spatial vision and development priorities to achieve a reconfigured, inclusive spatial form for Cape Town. The document is a spatial interpretation of the City of Cape Town's Integrated Development Plan and flows from the five-year review of the previous MSDF, which was approved in 2018.

The MSDF encourages land use intensification, which implies a greater mix of residential and non-residential land use (diversification) through the increased use of space both horizontally and vertically (densification). The MSDF encourages land use intensification in locations with public transport accessibility, also at concentrations of employment, commercial development, social amenities, and civic functions, to generate the thresholds required to support a sustainable public transport system.

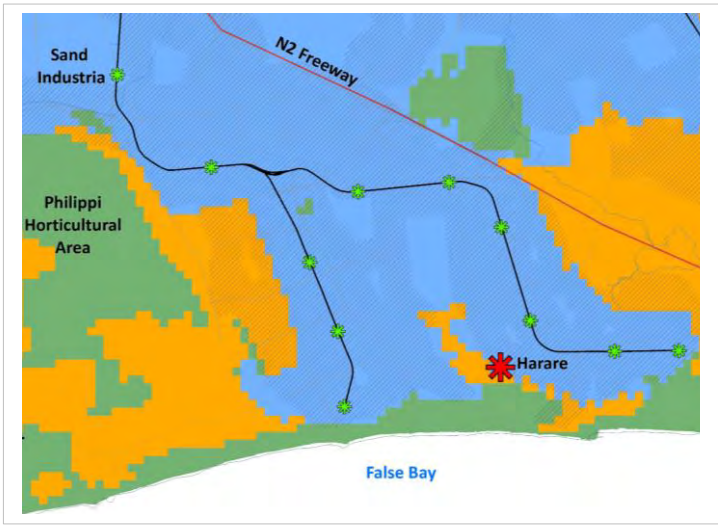


Figure 3.1: Spatial Transformation Areas

Remainder Erf 38552 is located within the Cape Town Municipal Spatial Development Framework's "Urban Inner Core", where growth and development is encouraged; and diversification and densification of land uses is supported in order to further the objectives of TOD, refer to **Figure 3.1: Spatial Transformation Areas**.

The Urban Inner Core is where the City will focus its support for development in an effort to spatially transform Cape Town by 'creating more opportunities for more people in highly connected areas'. The current MSDF is fundamentally different in that it refocuses growth towards the inner areas and actively discourages the outward expansion of urban areas. This fundamental change is positive in that re-allocation will occur in existing urban areas, especially those that have easy access to public transport or offer easy access to the different parts of the city and have existing engineering infrastructure.

3.2 Khayelitsha District Plan, and Environmental Management Framework, Technical Report (2023):

The District Plan applies the CT SDF principles and proposals to the local area.

According to the Khayelitsha District Plan (2023), Harare and Makhaza have been identified as one of the top 10 areas in need of community facilities within the area. One of the spatial objectives of the area is to "facilitate opportunities for infill housing and densification in a manner that will contribute to the upliftment in the area."

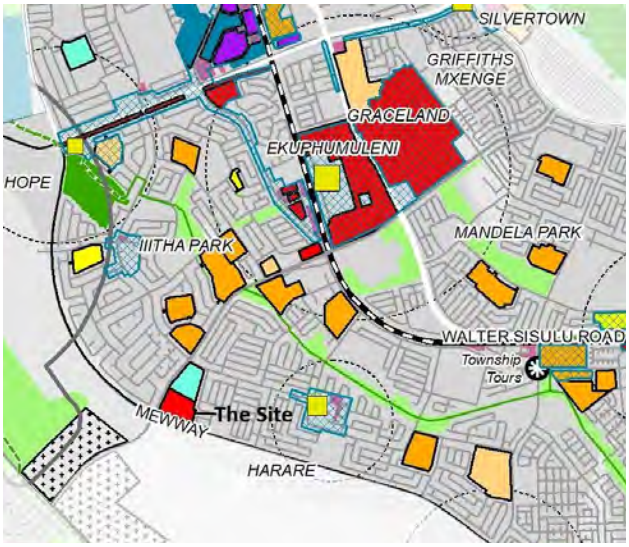


Figure 3.2: Sub-district 6 (Greater Khayelitsha)

In terms of the Khayelitsha District Plan (2023) the site falls within the Sub District 6: Greater Khayelitsha, where Remainder Erf 38552 Khayelitsha was identified as 'Potential Commercial Development' (refer to **Figure 3.2: Subdistrict 6: Greater Khayelitsha**). Since the proposal is to utilise the site for housing purpose, this triggers the need to deviate from the Khayelitsha/ Mitchells Plain/ Greater Blue Downs District Plan. The motivation for a deviation from the District SDF is in Section 4.0 of this motivation report.

3.3 Human Settlement Strategy (May 2021)

According to the City of Cape Town's Human Settlements Strategy (May 2021):

- Approximately 270 000 households live in informal dwellings. This equates to approximately 864 000 people;
- More than 500 000 households will require additional housing in 2028. This equates to more than 1,6 million people will need accommodation in 6 years from now;
- Approximately 18,8% of Cape Town's households live in informal dwellings (12% in informal settlements and 6% live in informal backyard structures;
- Households living in informal dwellings located in backyards have better access to basic services; and
- Approximately 71% of households in informal settlements do not have access to a flushing toilet.

The Human Settlements Strategy estimates that it is necessary to develop approximately 50 000 housing opportunities every year for the next 8-10 years to address the housing backlog. In 2018, the estimate to address the housing backlog was put at approximately 35 000 formal housing accommodation opportunities that were required annually over the next 20 years in order to address the backlog and new demand .

The land required to accommodate these accommodation units are limited and are constrained by factors such as ownership, environmental factors (flood prone areas), the effect of infrastructural installations (powerlines) and the opposition by existing communities to new government subsidized housing developments.

The scale of the housing need has led to the City of Cape Town: Informal Human Settlements department identifying Remainder Erf 38552 Khayelitsha for housing purposes.

3.4 Transit Oriented Development Strategic Framework Policy (2016)

The TOD Strategic Framework was approved by the Council of the City of Cape Town on 31 March 2016. The policy framework is seen as a policy mechanism to implement Transit-Oriented-Development within Cape Town. The TOD establishes principles for Urban Development, which are intended to foster spatial configurations that enable high-quality, car free lifestyles. The principles are as follows:

- Develop neighbourhoods that promote walking [WALK]
- Prioritize non-motorized transport networks [CYCLE]
- Create dense networks of streets and paths [CONNECT]
- Locate development near high-quality public transport [TRANSIT]
- Plan for mixed use [PLAN]
- Match density and transit capacity [DENSIFY]
- Create compact regions with short commutes [COMPACT]
- Increase mobility by regulating parking and road use [SHIFT]



Figure 3.3: Transit Access Precinct

TOD therefore seeks to identify those accessible areas (referred to Transit Accessible Precincts: TAPs) where development intensity and diversity should be promoted in order to create a more sustainable city. **Figure 3.3: Transit Accessible Precincts** show the site's position in relation to TAPs. The falls within the one of the TAPs areas, where more intensive and diverse forms of development is encouraged.

4.0 DEVIATION FROM THE DISTRICT PLAN

A deviation application is made from the 2023 Khayelitsha District Plan relating to the designation of the site as 'potential commercial development'. According to Section 16 (2) (b) of the MPBL, "a person who takes a decision in terms of the By-Law – subject to section 22, may deviate from the provisions of an applicable district spatial development framework and/or local spatial development framework only if the circumstances justify the deviation."

The Khayelitsha District Plan (2023) identifies the need for community facilities, infill housing and densification within the area. The proposal makes provision for business opportunities and a community facility rather than utilising the entire site for commercial development, thus creating a balance between meeting the need for business, community, and housing.

4.1 Site Specific Circumstances

The following site-specific circumstances support and justify the deviation:

- Mew Way is demarcated as metro-scale development route. The district plan encourages development intensification along this corridor in order to support public transport.

- Steve Biko is one of the important road links in the suburb, which runs to the Khayelitsha CBD. The site is less than 1km from the Khayelitsha CBD district node.

- Both Mew Way and Steve Biko Road are classified as Class 3 Minor Arterial Roads serving the greater Khayelitsha. Direct access from abutting properties should not be taken on these routes in order for it to maintain its primary function.

  The layout design of the proposed development has taken into consideration as service roads is proposed along Mew Way and Steve Biko Road which will serve as access points to the proposed properties along the connector routes. Intensification of the development is encouraged along connector roads in order to support public transport.

  Intensification along the two mentioned connector roads is appropriate in this instance as the property is located within close proximity to the Khayelitsha CBD district node and along 2 major routes.

Even though the proposed development is not solely for 'Potential Commercial Development', the proposal does include some commercial space and is however consistent with type of development that are encouraged along development corridors, connector routes and in close proximity to the district node.

It is also seen to be aligned with some of the spatial objectives for the sub-district 6 (i.e. recognising the need for infill housing).

4.2 Broader Vision for the area

During the pre-application consultation held on 20 May 2026, Spatial Planning Department specifically emphasised that "the District Plan recognises the need for commercial development in the area." We have taken cognisance of this. The proposal does not seek to remove the commercial opportunity.

The following is proposed for the broader area:

- The intention is to relocate the commercial node to the Monwabisi site (Erf 18370 Khayelitsha). The Monwabisi concept plan presented during the pre-application consultation is illustrated as **Figure 4.1: Monwabisi Concept Plan** below.



Figure 4.1: Extract of Monwabisi Concept Plan

- The City's Human Settlements: Informal Settlements Department is undertaking work at the False Bay IDA site (Erf 76088 Khayelitsha), including the process of obtaining the necessary land use rights to enable the commencement of on-site works. The False Bay IDA site is illustrated in **Figure 4.2**.

  In order to upgrade the existing informal settlement, it is required to reallocate the residents currently residing on the site. The City's Human Settlements: Informal Settlements Department has identified the property concerned as a suitable site to temporarily accommodate the residents.



Figure 4.2: Erf 76088 and Erf 38552 Khayelitsha

4.3 Planning Law Support

According to Section 59(1) of the Western Cape Land Use Planning Act, 2014 (LUPA) "land development procedures must include provisions that accommodate access to, and facilitation of, security of tenure and the incremental upgrading of informal areas."

Remainder Erf 38552 Khayelitsha should be considered in light of the City's Human Settlements intervention at the False Bay IDA site (Erf 76088 Khayelitsha). The implementation of the intervention requires the relocation of residents currently residing on the site to facilitate the proposed incremental upgrade.

The proposal therefore supports the broader objective of improving and formalising living conditions of the False Bay IDA site.

5.0 SITE ANALYSIS

The previous sections reflected the criteria against which development applications are assessed and the planning informants that direct where land development should be permitted. This section will assess the extent to which Remainder Erf 38552 Khayelitsha is suitable for residential development. This section defines the contextual characteristics of the area and site to show that developing housing on this property is appropriate and desirable.

5.1 Metropolitan Context

Figure 5.1: Metro Context shows the property's location within the City's existing urban development. The map also shows the site's location in relation to properties that have a 'productive' zoning (blue tone). 'Productive' zoning refers to zones that generate economic activity, and consequently, employment opportunities. The blue tone excludes informal economic activities and 'illegal' use of property; therefore, a significant component of the local economy is not represented.

The site is located north of the Monwabisi Park Informal Settlement approximately 26km from the Cape Town CBD and 17,50km from the Somerset West/ Strand area. The main roads in the area provide wide metropolitan linkages in the broader Cape Metropolitan Area include:

- Baden Powell Drive, which forms the southern boundary of Endlovini, is located approximately 1,6km to the south, which provides east- west connectivity to Muizenberg to the west and Stellenbosch to the north.
- The N2 Freeway, which forms the northern boundary of Khayelitsha, is located approximately 4,2km to the north. The freeway is the primary link between Cape Town CBD and the Somerset West/ Strand region.

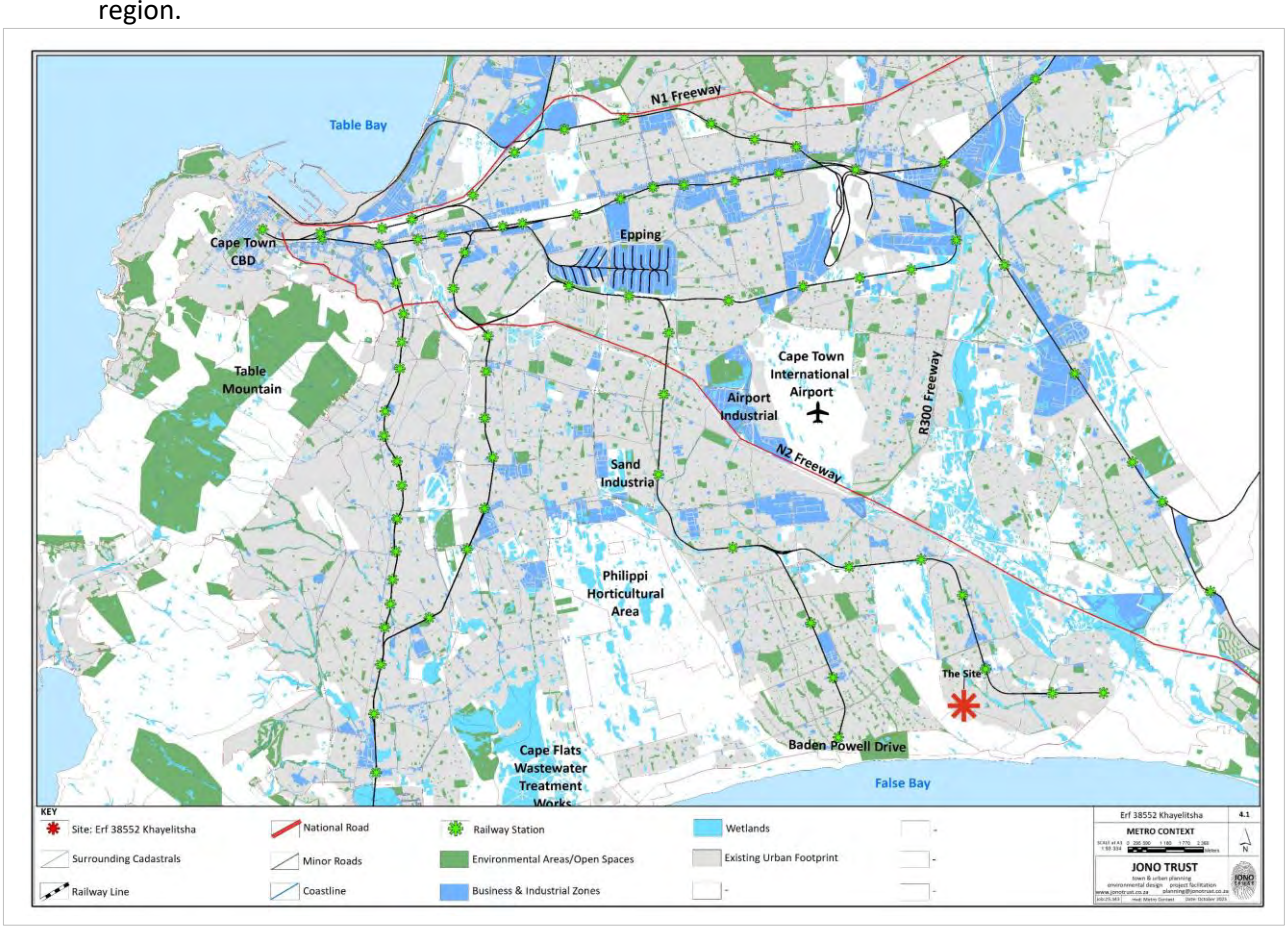


Figure 5.1: Metro Context

5.2 Local Context

Remainder Erf 38552 Khayelitsha is located on the corner of Steve Biko Road and Mey Way, refer to **Figure 5.2: Local Context** which shows the site's location.

Remainder Erf 38552 Khayelitsha is ideally suited for accommodation because:

- Public transport routes follow Steve Biko Road, Mew Way, Bukwayo Street , Ncumo Road.
- The Harare Public Transport Interchange is less than 1km from the site.
- The Kuyasa Railway Station is less than 1,5km from the site.
- The public amenities (schools, health facilities and places of worship), leisure and recreational facilities (public open space and shopping centers).

The proposal to utilize Remainder Erf 38552 Khayelitsha for housing purpose will have a positive impact on a significant number of families.

5.3 Public Transport

Planning policy promotes land development on sites that are well-located in relation to public transport infrastructure and services. This is critical for developments whose future users are likely to depend on public transport services.

Figure 5.3: Public Transport maps the public transport routes and facilities in relation to Remainder Erf 38552 Khayelitsha:

- The Harare Public Transport Interchange is approximately 732m to the north- east of the site.
- The Kuyasa Railway Station is located approximately 1288m north- west of the site.
- The Ncumo West and Kwezi My Citi bus stops are within 1200m of the site.
- Steve Biko Road offers a good connectivity because it connects directly with Ngcwalazi Street which offers a great range of public transport services (Golden Arrow Bus, Minibus, My Citi and railway).

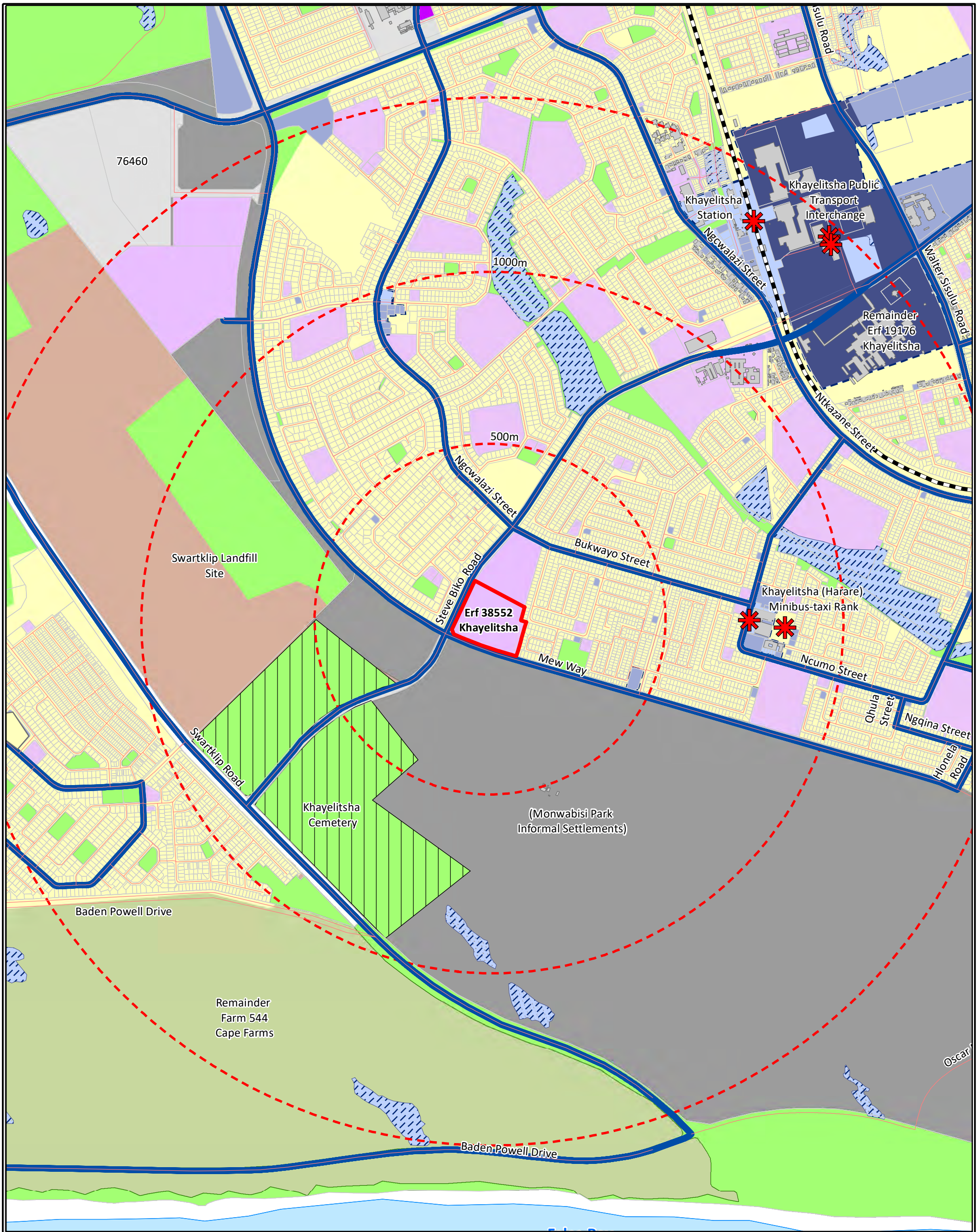
The residents that will live on Remainder Erf 38552 Khayelitsha will have relatively easy and convenient access to public transport.

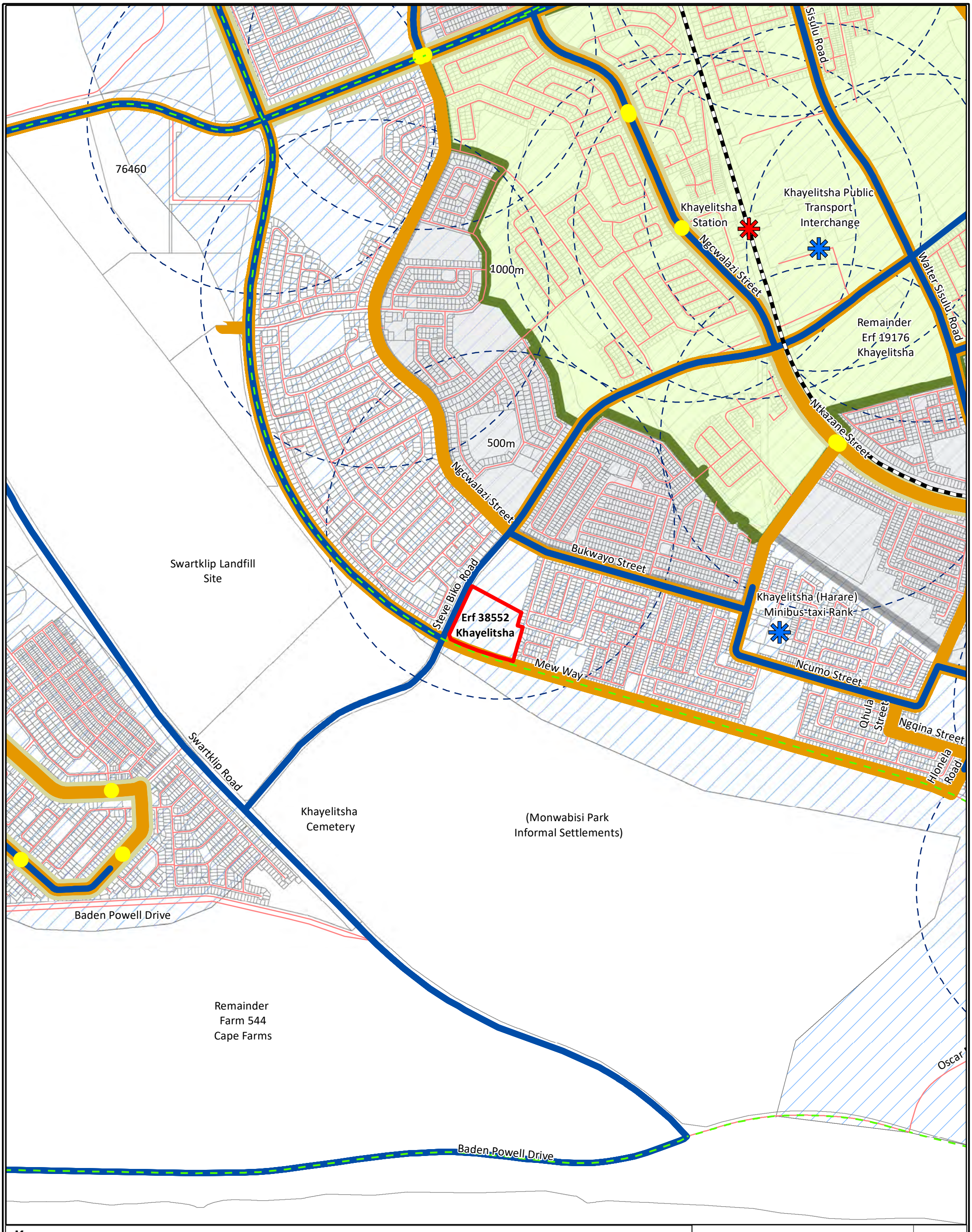
5.4 Zoning

Remainder Erf 38552 Khayelitsha is zoned 'Community Zone 1: Local' in terms of the City's Development Management Scheme (2015). This subzone is intended for community focused land uses such as Place of Instruction, Place of Worship, Institutions.

The CO1 sub- zone does not permit residential uses. The surrounding zones include Residential (R2), Community Zones (CO1), and Open Space Zones (OS2) and Business Zones (MU1 and GB4), which are associated with formal urban areas, refer to **Figure 5.4: Zoning**.

It is necessary to rezone the property to enable the proposed residential development on Remainder Erf 38552 Khayelitsha.


76460
1000m
500m
Khayelitsha Station
Khayelitsha Public Transport Interchange
Remainder Erf 19176 Khayelitsha
Ngcwalazi Street
Walter Sisulu Road
Ntlazane Street
Swartklip Landfill Site
Steve Biko Road
Bukwayo Street
Erf 38552 Khayelitsha
Khayelitsha (Harare) Minibus-taxi Rank
Mew Way
Ncumo Street
Qhula Street
Ngqina Street
Hlonela Road
Swartklip Road
Khayelitsha Cemetery
(Monwabisi Park Informal Settlements)
Baden Powell Drive
Remainder Farm 544 Cape Farms
Oscar
Key
Site Boundary: Erf 38552
Surrounding Properties
Street Centrelines
Public Transport Routes
Coastline
Railway Lines
Railway Stations/ Public Transport Interchanges
Wetlands
Cemeteries
Productive Uses/ Economic Activity
Single Residential Zone
Community Zone
Limited Use Zone
Open Space Zone
Rural Zone
Utility Zone
Remainder Erf 38552 Khayelitsha
5.2
LOCAL CONTEXT
SCALE at A3
1:10 000
0 37,5 75 150 225 300 375
Meters
N
JONO TRUST
Job:25.343
mxd: Local Context
Date: October 2025



Key

- Site Boundary: Erf 38552
- Surrounding Properties
- Street Centrelines
- Minibus Taxi Routes
- GABS Routes
- Railway Lines
- Railway Stations
- Public Transport Interchanges
- Development Corridor
- MyCiti Bus Stops
- MyCiti Bus Routes
- PT1 Zones
- PT2 Zones
- TAPS
- 500m Radii
- Cycle Routes

Remainder Erf 38552 Khayelitsha | **5.3**

PUBLIC TRANSPORT

SCALE at A3
1:10 000

0 37,5 75 150 225 300 375 Meters

N

JONO TRUST

Job:25.343 | mxd: Public Transport | Date: December 2025

6460

1000m

500m

Ngcwalazi Street

Ntkazane-

Steve Biko Road

Erf 38552
Khayelitsha

Mew Way

Swartklip Landfill
Site

Swartklip Road

Khayelitsha
Cemetery

(Monwabisi Park
Informal Settlements)

Remainder
Farm 544
Cape Farms

Key

- Site Boundary: Erf 38552
- Surrounding Properties
- Street Centrelines
- Major Roads
- Railway Line
- Community Zone
- Business Zones
- Open Space Zones
- General Residential Zones
- Single Residential Zones
- Public Transport Zones
- Utility Zones
- Limited Use Zones
- 500m Radii
- -

Remainder Erf 38552 Khayelitsha | **5.4**

ZONING

SCALE at A3
1:7 500

0 25 50 100 150 200 250
Meters

N

JONO TRUST

Job:25.343 | Mxd: Zoning | Date: October 2025

5.5 School Sites within 1500m Radius

Figure 5.5: Educational Facilities shows land zoned for Educational Facility within 1500m radius:

There is approximately 57,97ha of land that is zoned CO1 for education purposes on which:

- Four (4) pre- primary/ pre- schools have been developed;
- Three (3) primary schools have been developed;
- Three (3) high schools have been developed; and
- One (1) College has been developed.

There remains 19,90 hectares of educational facility zoned properties (CO1) that remain vacant and underutilized within a 1500m radius of the site.

5.6 Facility Distribution

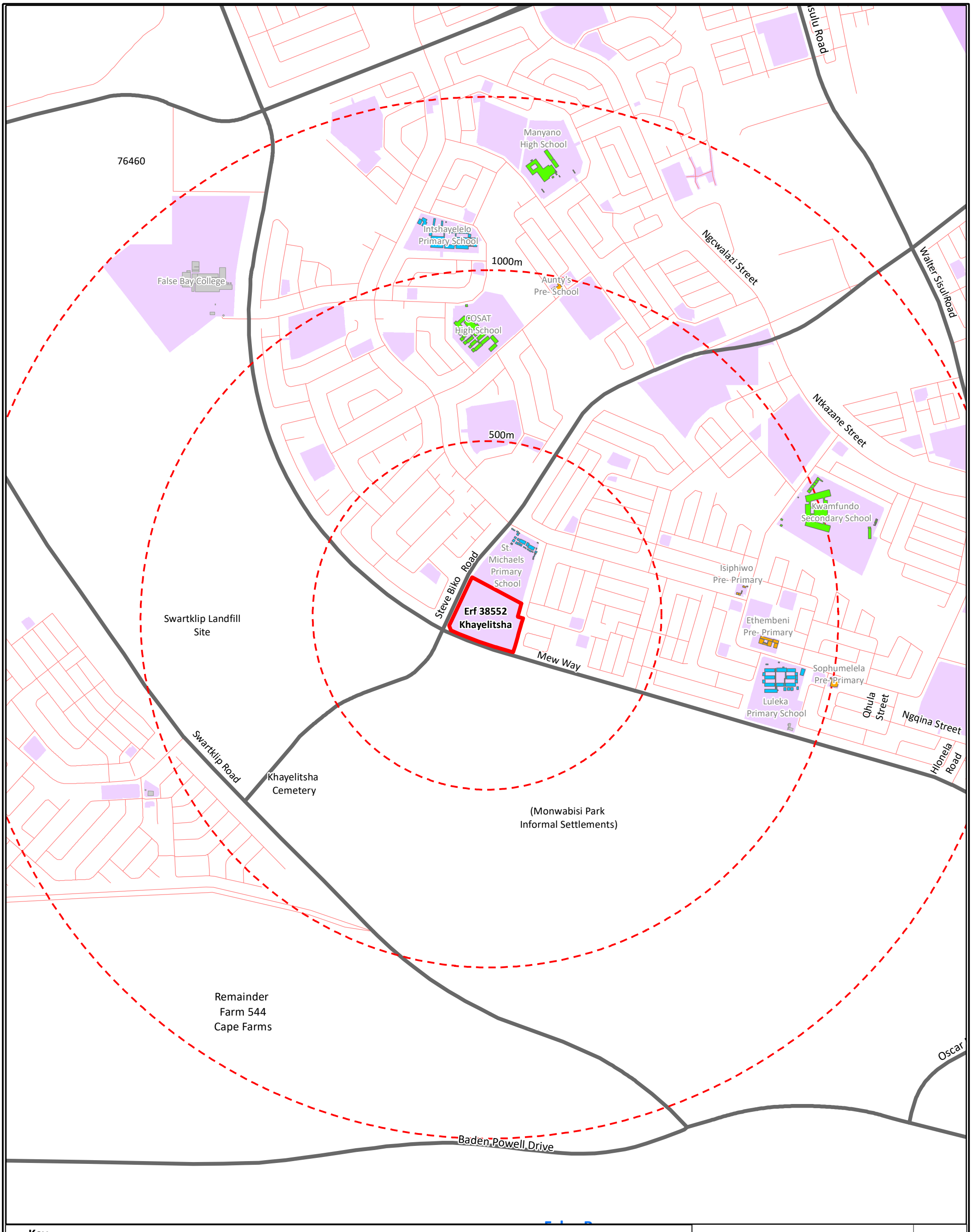
Figure 5.6 focuses on the facilities available within a 1,5km radius around the site. These include:

- Michael Mapongwana Clinic is located approximately 1000m away from the site. The Khayelitsha Hospital is approximately 1500m away from the site. These facilities are located along Steve Biko Road.
- The Harare Police Station is located along Steve Biko Road and is approximately 1000m away from the site.
- There are 23 Early Childhood Development (ECD) centers within a 1,5km radius. It is likely that there are numerous unregistered ECD's in the area.
- There are 10 schools (Pre- primary/ primary/ high schools) within 1,5km from the site.
- The plan shows 9 places of worship and 1 community center within 1,5km radius from the site.

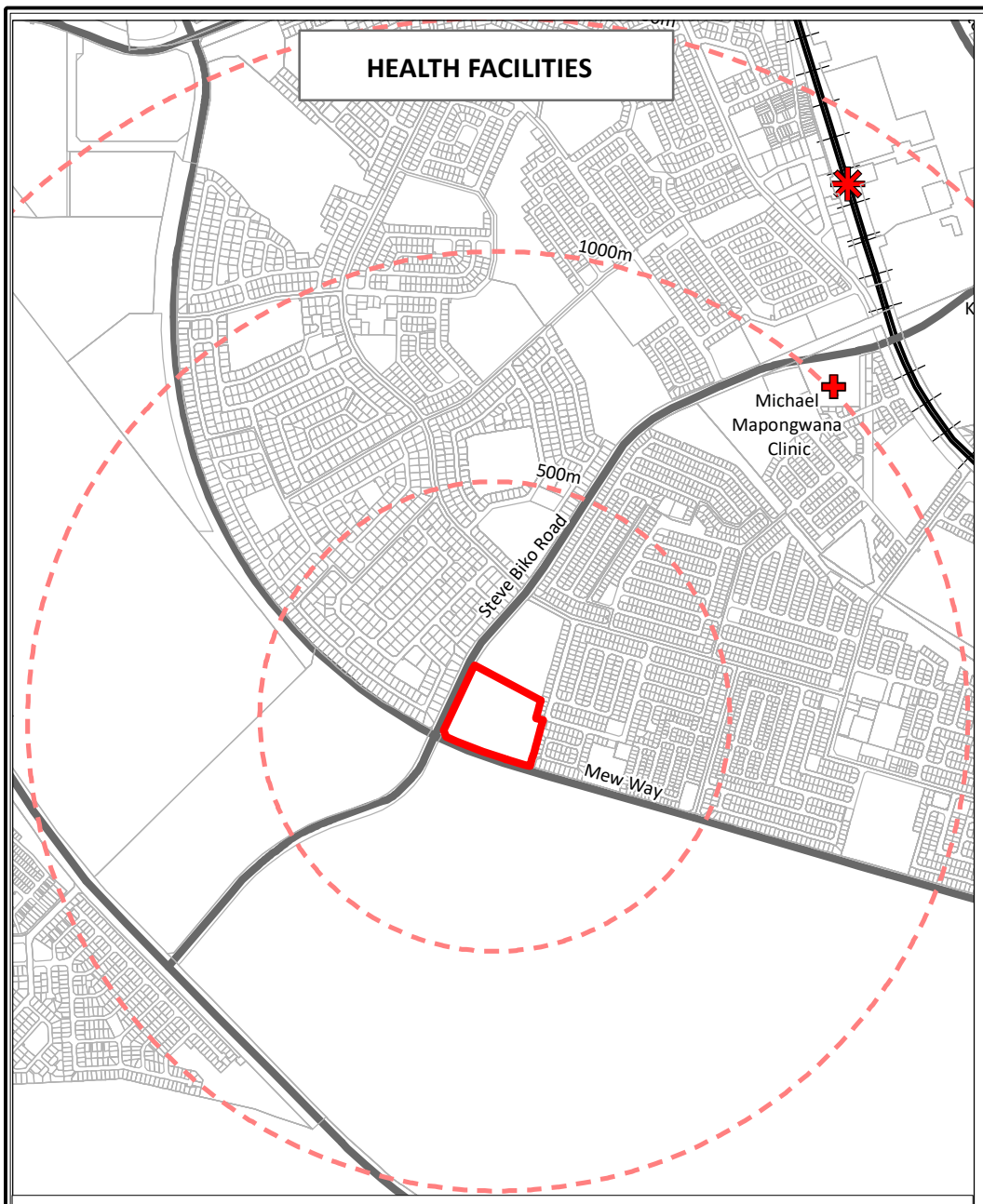
The local area contains the full range of services and facilities that is required as part of conventional urban development.

5.7 Current On-Site and Surrounding Development

Figure 5.7: Aerial Photo shows that site is located on the corner of Mew Way and Steve Biko Road. The site contains informal structures, informal roadways/ pedestrian footpaths which show desire lines across the site.


76460
Manyano
High School
Intshayelelo
Primary School
False Bay College
1000m
Aunty's
Pre- School
COSAT
High School
Ngcwalazi Street
Walter Sisulu Road
500m
Ntkazane Street
Kwamfundo
Secondary School
St.
Michaels
Primary
School
Steve Biko Road
Erf 38552
Khayelitsha
Isiphiwo
Pre- Primary
Ethembeni
Pre- Primary
Swartklip Landfill
Site
Mew Way
Sophumelela
Pre- Primary
Luleka
Primary School
Qhula
Street
Ngqina Street
Hlonela
Road
Swartklip Road
Khayelitsha
Cemetery
(Monwabisi Park
Informal Settlements)
Remainder
Farm 544
Cape Farms
Baden Powell Drive
Key
Site Boundary: Erf 38552
Surrounding Properties
Street Centrelines
Major Roads
Railway Line
Community Zones
High School Facilities (3)
Primary School Facilities (3)
Four Pre-Primary Schools (4)
TVET College (1)
Remainder Erf 38552 Khayelitsha
5.5
EDUCATION FACILITIES
SCALE at A3
1:10 000
0 37,5 75 150 225 300 375
Meters
N
JONO TRUST
Job:25.343
Mxd: Education Facilities
Date: October 2025

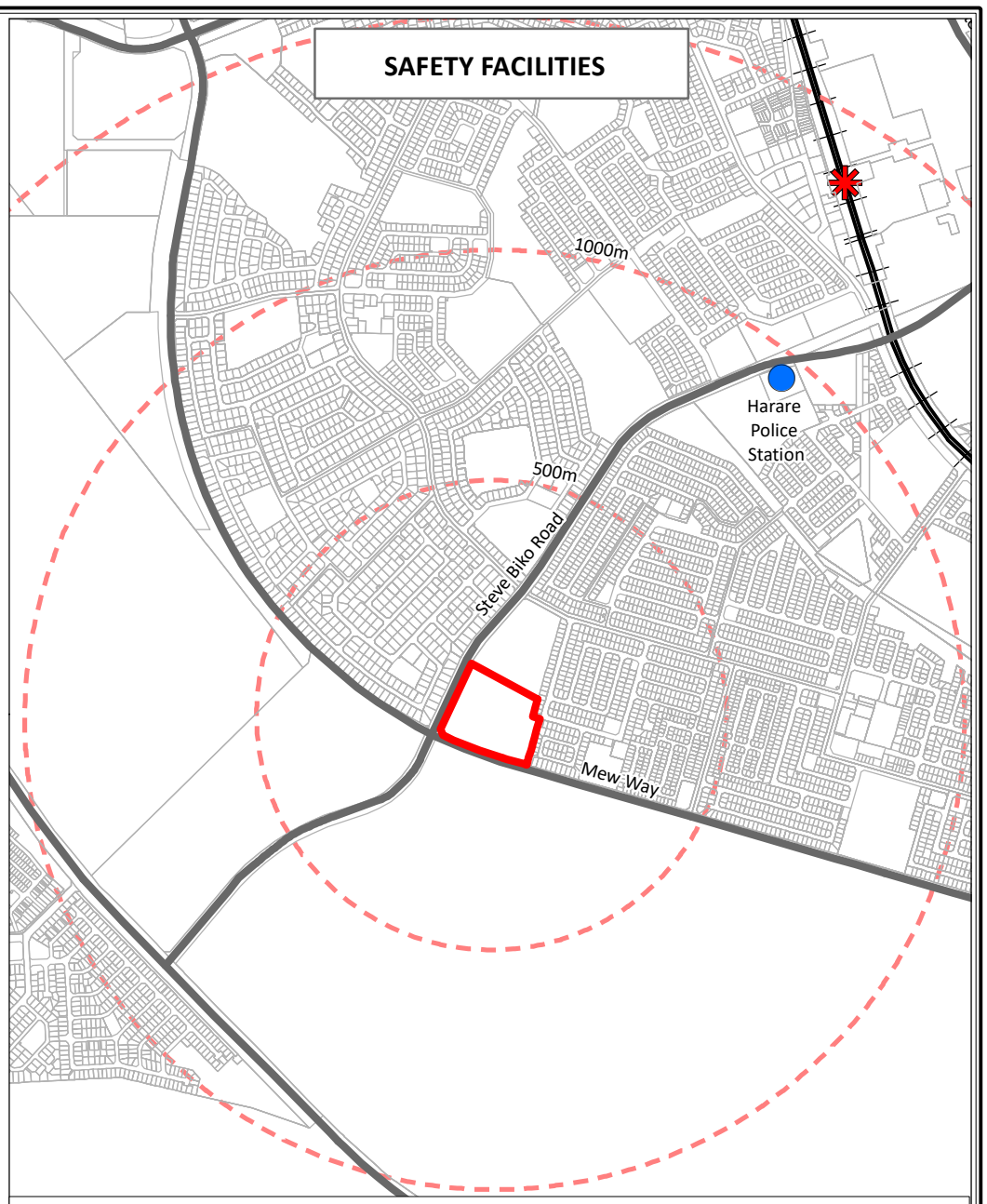
HEALTH FACILITIES



Legend

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Major Roads
- Clinics
- Hospitals
- -

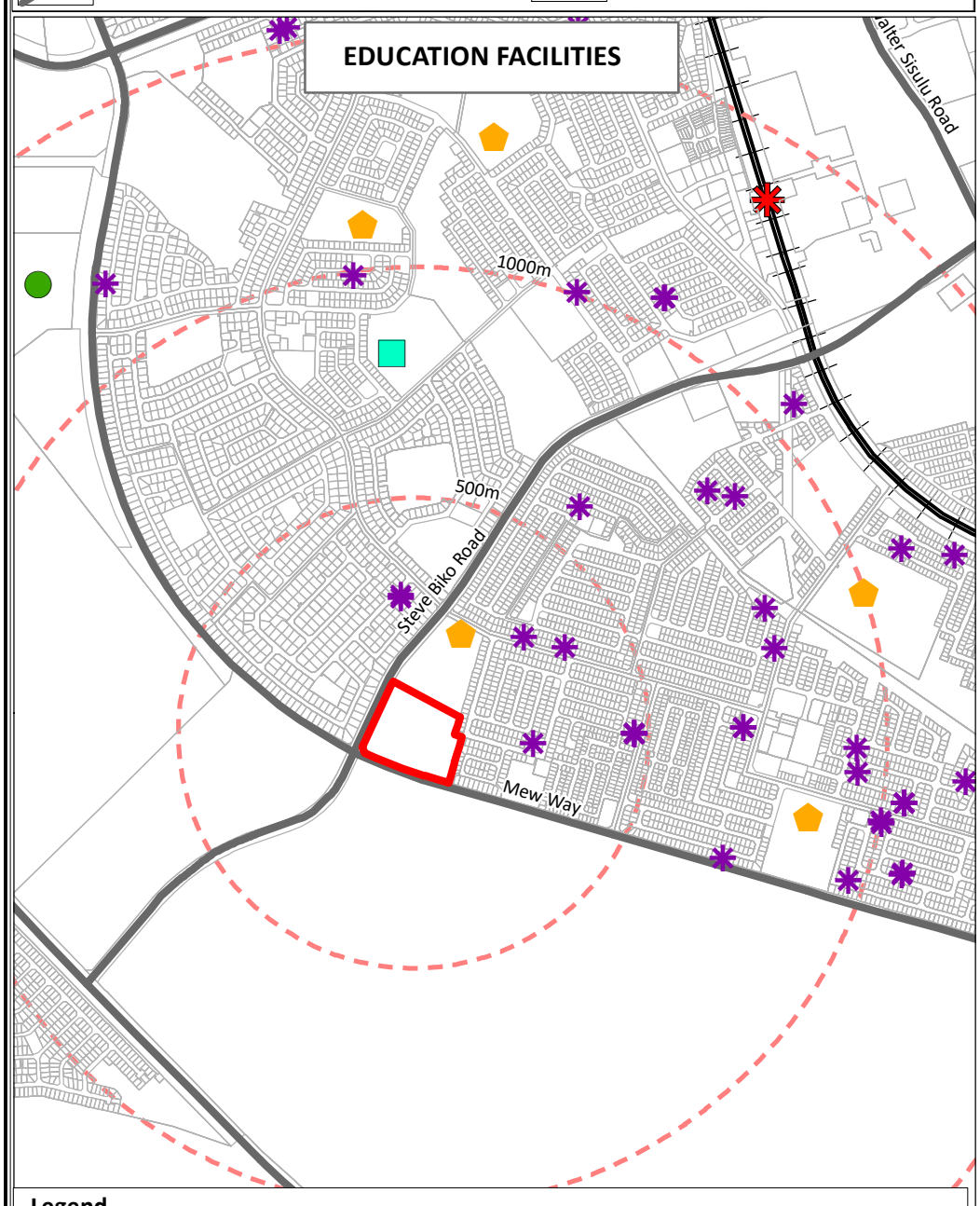
SAFETY FACILITIES



Legend

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Major Roads
- Police Stations
- -
- -

EDUCATION FACILITIES



Legend

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Major Roads
- Primary & Secondary Schools
- FET Colleges
- Early Childhood Development Centres
- LSEN

SOCIAL FACILITIES & AMENITIES

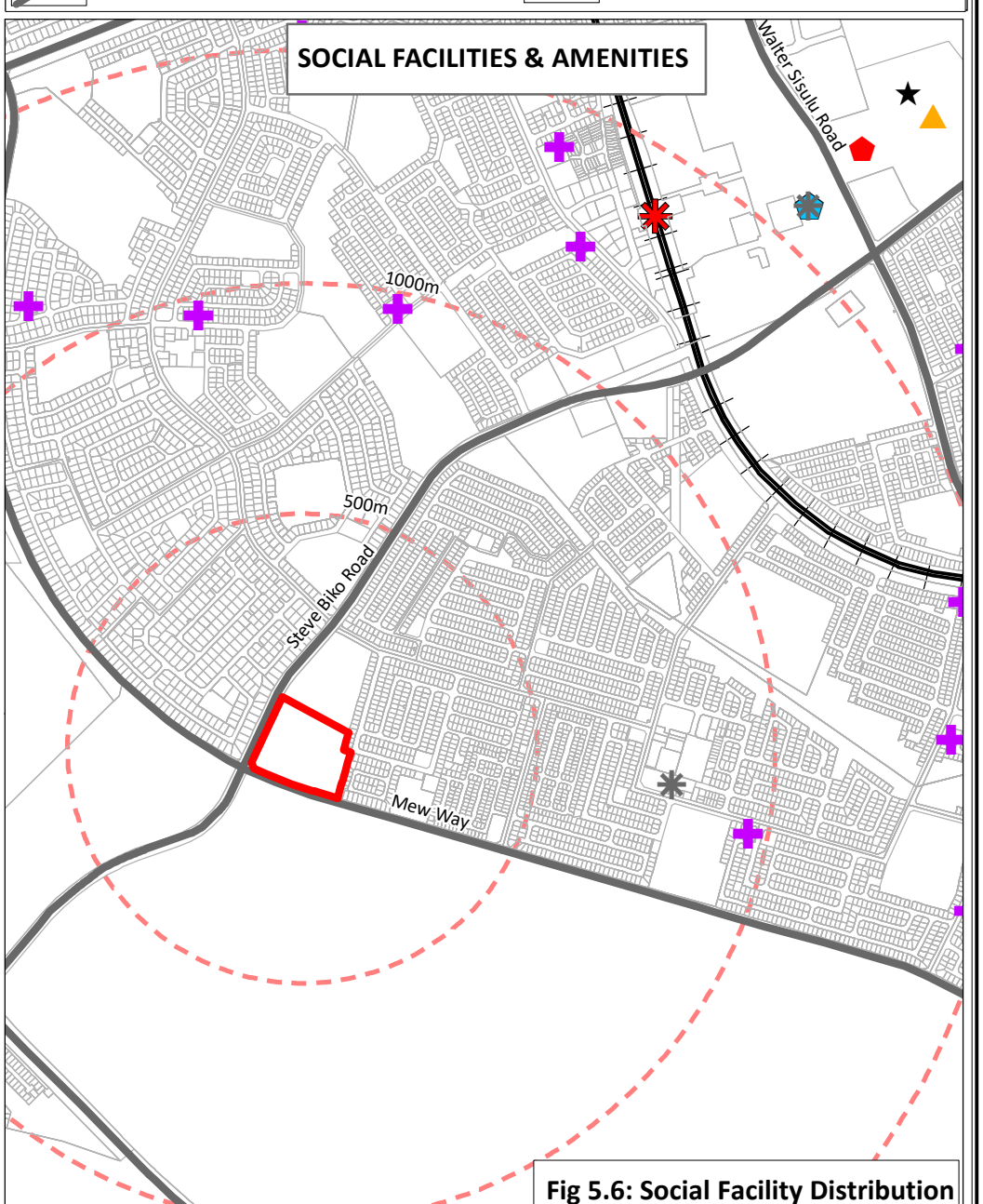


Fig 5.6: Social Facility Distribution

Legend

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Community Centres
- Sport Grounds
- Places of Worship
- Recreation Hubs
- Sport Complexes



Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Street Centrelines
- -

Remainder Erf 38552 Khayelitsha	5.7
AERIAL PHOTO(2025)	N
SCALE at A3 1:2 500 — 0 5 10 20 30 40 50 Meters	
JONO TRUST	
Job:25.343 — mxd: Aerial Photo — Date: October 2025	



Photo 1: View looking west along Mew Way



Photo 2: View looking east along Mew Way.

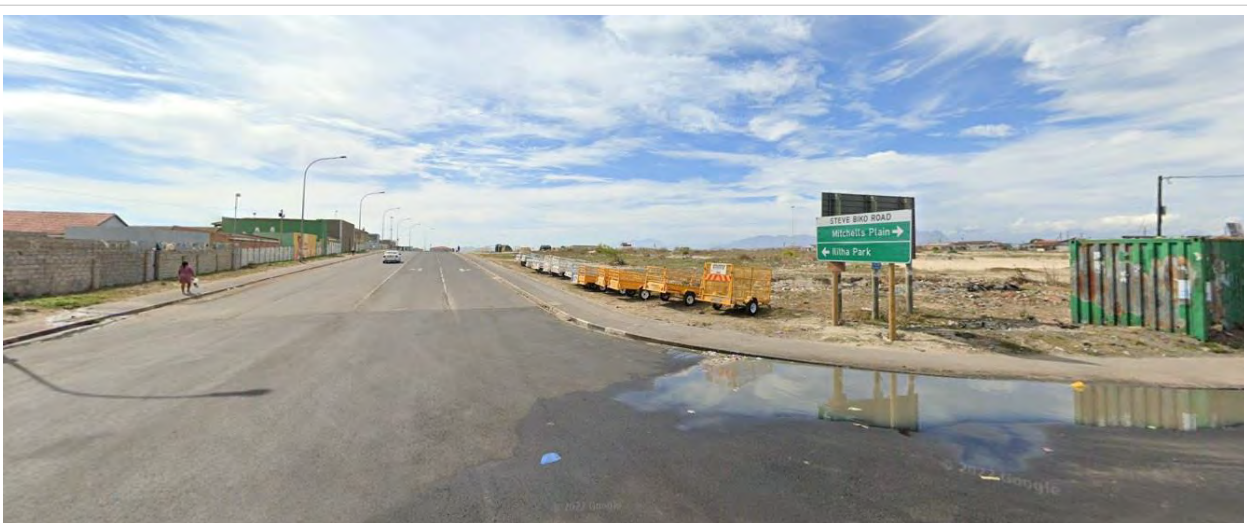


Photo 3 - View looking north along Steve Biko Road.



Photo 4 - View looking south along Steve Biko Road.

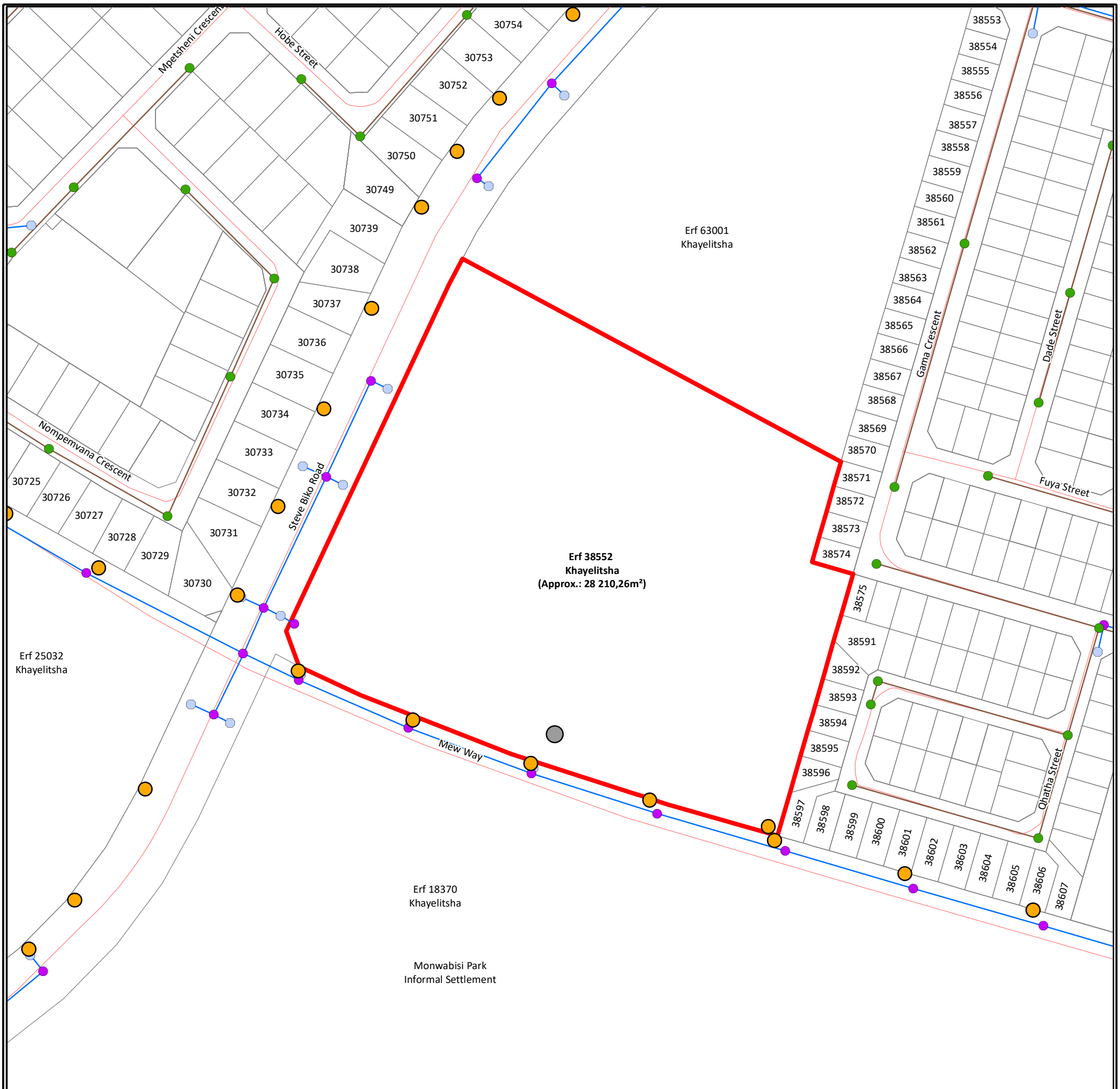


Photo 5 - View of the informal vehicular access from Steve Biko Road.

5.8 Existing Services

Figure 5.8: Services and Servitudes shows that the site is surrounded by sewer, water, stormwater and electricity services and can easily be connected to the municipal services network. There is a high mast on the south- eastern corner of the site and a Freestanding Base Telecommunication Station at the midpoint of the southern street boundary (refer to photo 6 below).

The City of Cape Town granted the approval to accommodate the Freestanding Base Telecommunication Station on a portion of the property (refer to **Annexure 5: Zoning Certificate**). It is proposed to keep both the high mast and the Freestanding Base Telecommunication Station.



Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Street Centrelines
- Sewer Lines
- Stormwater Lines
- Manhole
- Sewer Manhole
- Catchpit
- Light Posts
- Free Standing Telecommunication Base
- -
- -

Remainder Erf 38552 Khayelitsha | **5.8**

EXISTING SERVICES

SCALE at A3
1:1 500

0 5 10 20 30 40 50 Meters

N

JONO TRUST

Job:25.343 | mxd: Existing Services | Date: October 2025



Photo 6 – View of the Cell phone tower located on- site.

5.9 Contours & Significant Features

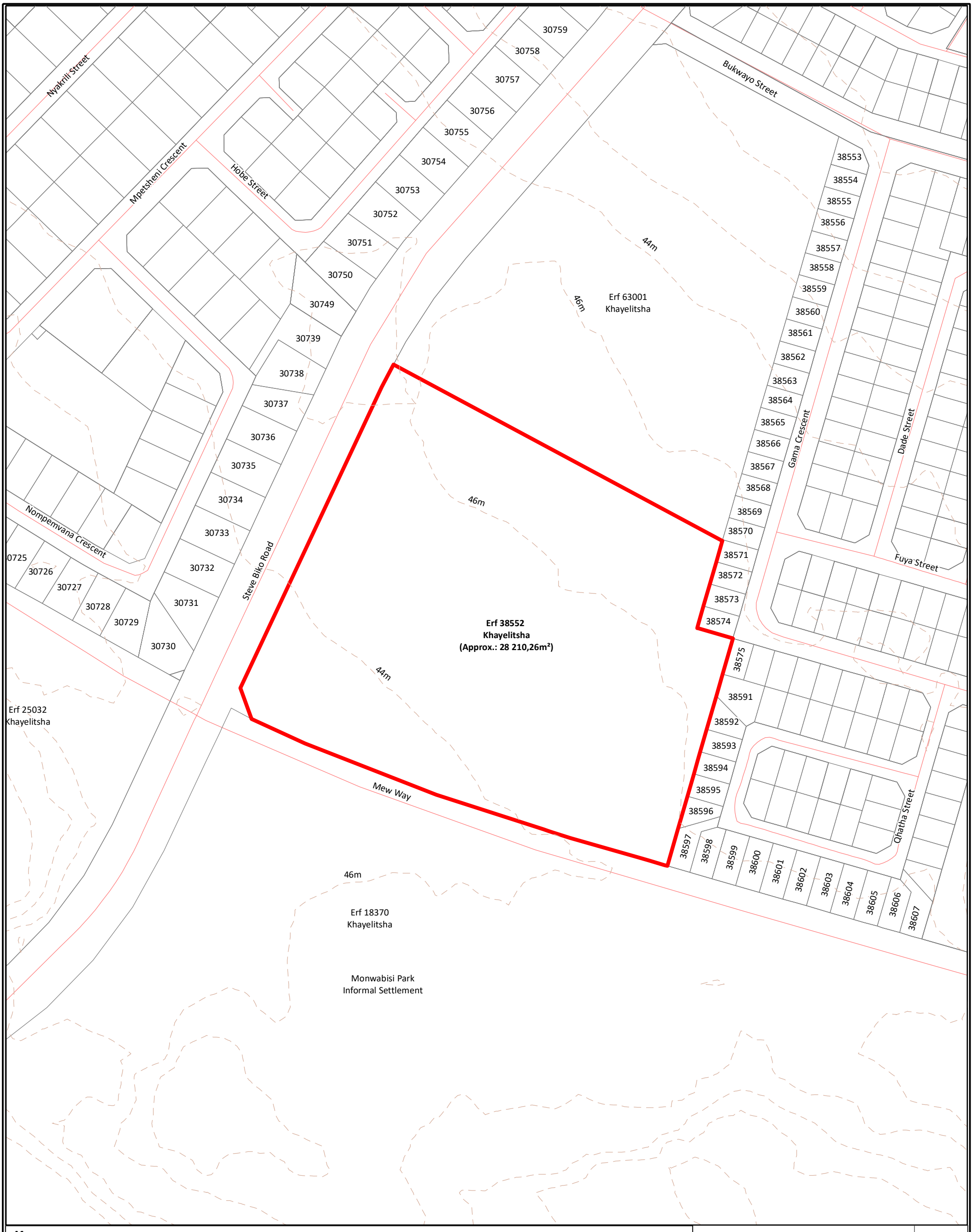
Figure 5.9: Contours and Significant Features show the site is relatively flat and falls towards the intersection of Mew Way and Steve Biko Road. There are no obvious significant or noteworthy landforms on the property.

5.10 Summary

Planning policy encourages residential development in locations that have good access to public transport services and the basket of land uses that meets the full scope of human activities. Using well-located sites for housing ensure that the future inhabitants have easy access to goods and services in the local area or are easily able to travel to those services and facilities that is necessary on a daily basis.

This section (section 4) demonstrated that:

- There are a wide range of services and facilities in close proximity to the area. Regional medical facility (Khayelitsha Hospital) is approximately 1500m away from the site.
- The site is surrounded by a range of uses and services that are needed for daily life (residential, educational, health, employment and retail).
- The area enjoys a wide range of public transport.
- There are no obvious biophysical or legal impediments that hinder the development of Remainder Erf 38552 Khayelitsha for residential and related uses.



Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Street Centrelines
- 2m Contour Lines

Remainder Erf 38552 Khayelitsha — **5.9**

CONTOURS & SIGNFICANT FEATURES

SCALE at A3
1:1 500

0 5 10 20 30 40 50 Meters

N

JONO TRUST

Job:25.343 | mxd: Contours | Date: October 2025

6.0 DEVELOPMENT OBJECTIVES AND INFORMANTS

6.1 Planning Layout Principles

The planning principles that informed the layout design include:

- **The need to create safe and secure environments:**
  - Creating blocks and erf patterns that promote passive surveillance of semi-private space and public space (parks, roads, recreation areas etc.).
  - Frequently used spaces within houses (kitchen, living rooms) should overlook public places.
  - Avoid areas that present environmental danger: flooding, unstable geology, noise (e.g. within critical noise contours around airports), poor air quality.

- **The need to respond to the movement needs of the end users**
  - Need to accommodate different movement patterns: public / non-motorised / private.
  - Need to accommodate different conditions of movement: late at night / early morning / inclement weather / with shopping bags / with children.
  - Recognition that people will take the shortest route between two points.

- **The need to respond to the lifestyle of the end users:**
  - Multiple children and minimal number of care givers.
  - Limited funds to 'purchase' recreational activities.
  - Reliance on social facilities (public clinics, schools, libraries, social workers, parks, public spaces etc.).

- **Consideration of the physical characteristics of the site:**
  - The natural gradient of the site.
  - Access limitations.

- **Consideration of the existing infrastructure of the site:**
  - Influence of any servitudes.
  - Need to incorporate stormwater facilities on site.

- **Consideration of the existing vegetation and natural resources (environmental issues) on the site:**
  - Consideration for the recommendations of the environmental specialist studies undertaken.

- **Ensuring a cost-effective design in terms of the engineering services required to sustain the proposed development:**
  - Consideration for road widths;
  - Consideration for an appropriate density that will utilise and support the engineering services optimally and to the benefit of all residents.

- **Promoting a functional and sustainable neighbourhood:**
  - Providing opportunities other than residential opportunities through the inclusion of utility and recreational opportunities.

6.2 Layout Design Informants

Factors on and around Remainder Erf 38552 Khayelitsha that will influence the layout design include:

- The layout design should create a suitable interface with the existing two major roads (Mew Way and Steve Biko Road.

- A Golden Arrow Bus route runs along Mew Way and both minibus and Golden Arrow routes runs along Steve Biko Road, providing convenient access to public transport.
- It appears from the pattern of informal footpaths that pedestrian movement is across the site (East-South).
- Vehicular access is limited along Steve Biko Road, and no vehicular access is taken off Mew Way. Both roads are Class 3: Minor Arterial.
- The extension of the surrounding road network onto the site will allow the better integration into the local area.
- A walk way exists along both road edges of the site.

The main design informants are shown in **Figure 6.1: Design Informants.**

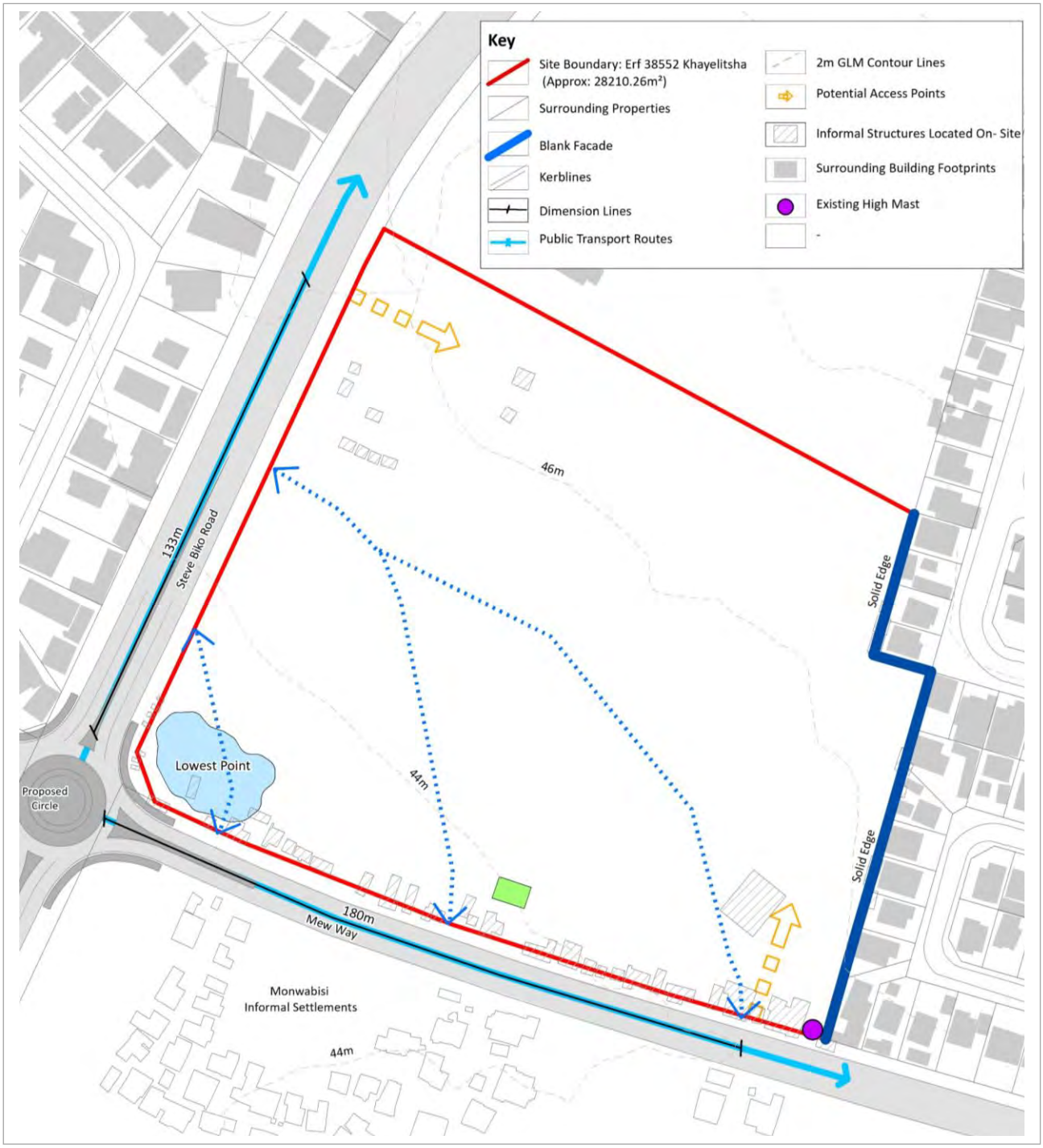


Figure 6.1: Design Informants.

6.3 Design Concept

Figure 6.2: Concept Plan shows:

- An internal link from Steve Biko Road to Mew Way is likely to develop into a public transport route.
- A permeable layout that offers choice to pedestrians. This includes direct pedestrian access to Steve Biko and Mew Way.
- Facilities and services are located along Mew Way edge since this road appears to have developed into an informal activity street.
- The plan recognizes the need to increase passive surveillance. For example:
    - The residential units face onto the green open space. This also allows the creation of defensible space, since owners only have to 'defend' one side of the property, since adjacent neighbours (sides and rear) defend the remaining three sides.
    - The residential units face on to streets and walkways to increase surveillance.

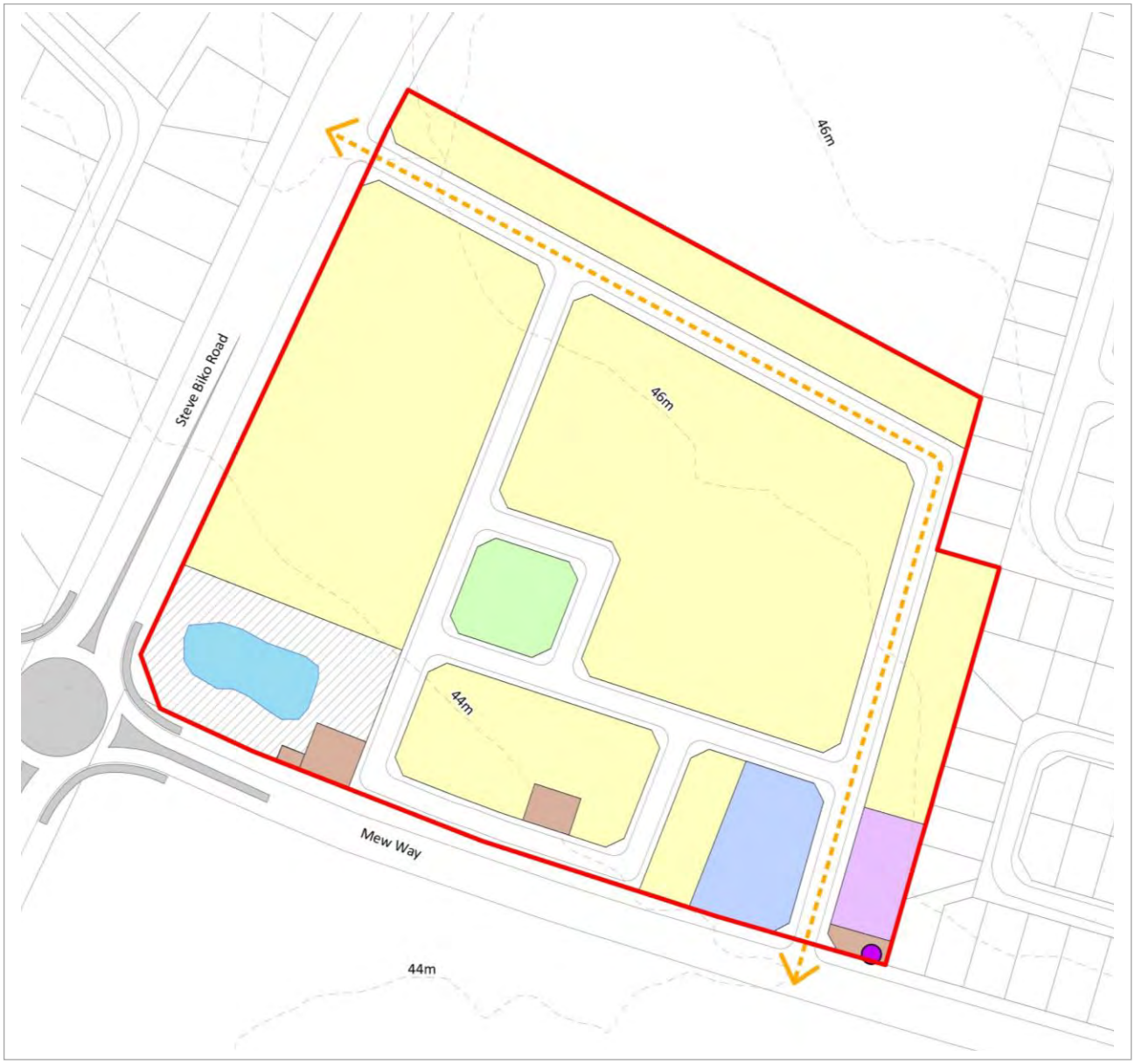


Figure 6.2: Concept Design

7.0 DEVELOPMENT PROPOSALS

This section will provide the detailed plans for rezoning and subdivision.

7.1 Proposed Rezoning

An application is herewith made to rezone Remainder Erf 38552 Khayelitsha, in terms of Section 42(a) of the By-Law, from Community Zone 1: Local (CO1) to Subdivisional Area to permit:

- Residential Zone 2 (R2) (6 erven for residential purposes).
- Transport Zone 2 (TR2).
- Open Space Zone (POS2) (1 recreational facility).
- Utility Zone (UT) (to accommodate a pump station; a stormwater pond; existing telecommunication base and 2 mini substations).
- Local Business 2 (LB2) (1 business site).
- Community Local 1 (CO1) (1 creche/ place of worship).

7.2 Proposed Subdivision Plans

7.2.1 Superblock Subdivision

Figure 7.1 shows the proposed superblock layout for Remainder 38552 Khayelitsha. A summary is presented in **Table 1: Remainder Erf 38552 Land Use Table** below.

Remainder Erf 38552 Subdivision- Land Use Table				
Portion #	**Proposed Zoning**	**Proposed Use**	**Area (sqm)**	**%**
1 - 6	Residential 2 (R2)	Residential	17 845,60	63,26%
7	Local Business 2 (LB2)	Business	869	3,08%
8	Community Zone 1: Local (CO1)	Creche/ Place of Worship	473	1,67%
9	Open Space (POS)	Park	633	2,25%
10	Utility Zone (UT)	Telecommunication Base	113	0,40%
11	Utility Zone (UT)	Pump Station	160	0,56%
12	Utility Zone (UT)	Stormwater Pond	1 897,70	6,73%
13	Utility Zone (UT)	Sub- Station	24	0,10%
14	Utility Zone (UT)	Sub- Station	88	0,30%
15	Transport Zone 2 (TR2)	Public Roads	6 107	21,65%
Totals			**28 210,3**	**100%**

The subdivision application in terms of item 42 (d) of the City of Cape Town Municipal Planning by Law (2015).

Remainder Erf 38552 - LAND USE TABLE				
Portion Number	**Proposed Zoning**	**Proposed Use**	**Area (m²)**	**% of Area**
1 - 6	Residential 2 (R2)	Residential	17 845,60	63,26%
7	Local Business 2 (LB2)	Business	869	3.08%
8	Community Zone 1 (CO1)	Creche/ Place of Worship	473	1.67%
9	Open Space (POS)	Park	633	2,25%
10	Utility Zone (UT)	Telecommunication Base	113	0.4%
11	Utility Zone (UT)	Pump Station	160	0.56%
12	Utility Zone (UT)	Stormwater Pond	1 897,70	6,73%
13	Utility Zone (UT)	Sub- Station	24	0.1%
14	Utility Zone (UT)	Sub- Station	88	0.3%
15	Transport Zone 2 (TR2)	Public Roads	6 107	21,65%
Total			28 210.3	100%

30752 30751 30750 30749 30739 30738 30737 30736 30735 30734 30733 30732 30731

Steve Biko Road

Ptn 1
2098,87SQM

Ptn 2
5 635SQM

Ptn 3
6861SQM

Ptn 4
1 047SQM

Ptn 5
1 703,35SQM

Ptn 6
497SQM

Ptn 7
869SQM

Ptn 8
473SQM

Ptn 9
633SQM

Ptn 10
113SQM

Ptn 12
1897,70SQM

Ptn 15
6107SQM

11
160SQM

Ngcana Street

Ziziba Street

Mgcina Street

Noni Street

Mew Way

Gama Crescent

38564 38565 38566 38567 38568 38569 38591 38592 38593 38594 38595 38596 38597 38598 38599 38600 38601 38602

Erf 18370
Khayelitsha

Monwabisi Park
Informal Settlement

Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Kerblines
- Main Vehicular Movement And Pedestrian focus area
- Proposed Pump Station
- Detention Site (Approx: 1 897,70m²)
- High Mast
- Community Block
- Serviced Blocks (6) (Approx.: 17 845,60m²)
- Utility Sites (Approx.: 385m²)
- Landscaping Opportunities
- Telecommunication Base

Remainder Erf 38552 Khayelitsha | **6.1**

PRO- SUB 16 (SUPERBLOCK)

SCALE at A3 1:1 000 — 0 3,75 7,5 15 22,5 30 37,5 Meters

N

JONO TRUST
town & urban planning

Job:25.343 | Mxd: Pro- Sub 16 | Date: 22 October 2026

7.2.2 Future Subdivision

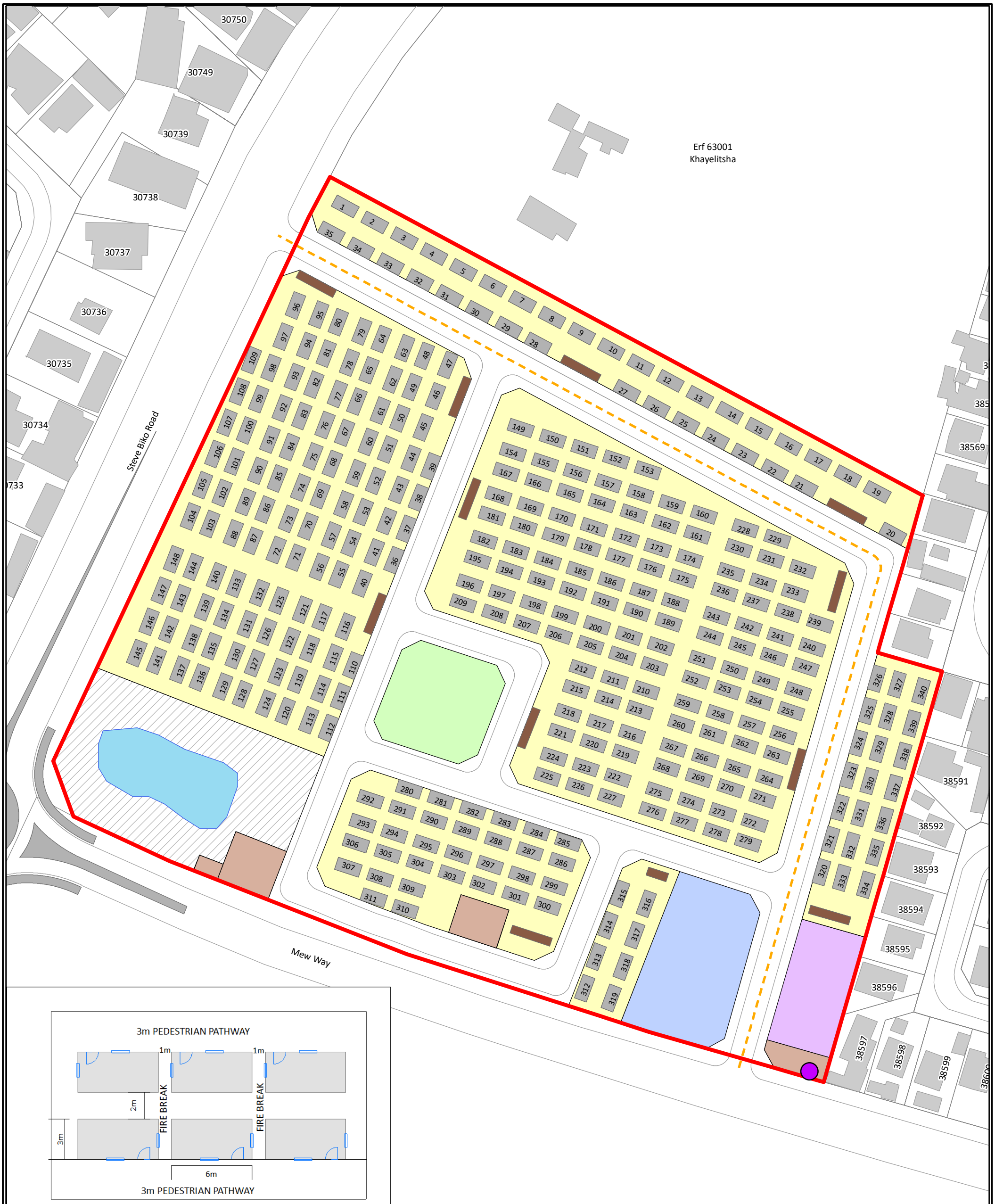
Figure 7.2: Future Subdivision shows how the site can potentially be further subdivided in the future to accommodate formal housing (172 residential opportunities). This plan shows how the superblock proposals (**Figure 7.1**) is the based on a logic layout that allows the site to be serviced now (roads and stormwater infrastructure) and to be further subdivided into individual erven in the future. Any investment into engineering services now will serve a future subdivision scenario, without causing wasteful expenditure.



Figure 7.2: Detailed Subdivision Plan

7.3 Indicative Site Layout Plan

The Indicative Site Layout Plan (refer to **Figure 7.3**) is intended to show how superblocks can accommodate the shelter's. The proposed superblock subdivision can accommodate approximately 340 structures.



TYPICAL 3M X 6M STRUCTURE ON SUPERBLOCKS

Note:
340 Shelters

Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Kerblines
- Main Vehicular Movement And Pedestrian focus area
- Proposed Pump Station
- Detention Site (Approx: 1 897,70m²)
- High Mast
- Community Facility
- Serviced Blocks (6) (Approx.: 17 845,60m²)
- Utility Sites (Approx.: 385m²)
- Landscaping Opportunities
- Telecommunication Base

Remainder Erf 38552 Khayelitsha | **7.3**

INDICATIVE SITE LAYOUT PLAN

SCALE at A3 1:850 — 0 3,25 6,5 13 19,5 26 32,5 Meters

N

JONO TRUST

Job:25.343	mxd: Site Layout Plan	Date: 16 July 2026

➢ **Access and Movement within the Development**

The layout design creates movement opportunities that will accommodate pedestrian and vehicular movement through the site.

The development will take access from Mew Way and Steve Biko Road.

- The internal road linking to Mew Way and Steve Biko Road will have a 10m wide road reserve. The road reserve will contain a 5,5m blacktop and applies a 3,5m splay improve sighting distance, as allowed for in the City's "Standards and Guidelines for Roads & Stormwater" September 2024.

- The internal circulation roads will have an 8m wide road reserve. The road reserve will contain a 5,5m blacktop and applies a 3,5m splay. These road reserve will allow for emergency and services vehicles to access and circulate around the site.

The road reserve will allow for emergency and services vehicles to access and circulate around the site.

7.4 Proposed Street Names

In accordance with Section 136 of the By-Law, application is herewith also made for the approval of the following street names:

- Street 1: Ngcana Street
- Street 2: Ziziba Street
- Street 3: Mgcina Street
- Street 4: Noni Street

The Street names comply with the requirements of the Street Name and Numbering Policy. The theme is the Xhosa African traditional names (i.e. medicine, attire, clan names, and plants) and there no comparable names within a 5km radius. The Street Names Plan is attached as **Figure 7.4**: **Street Names Plan**.

7.6 Street Cross Sections

The cross sections show the interface of the proposed development with the existing adjacent roads (edges to create a positive interface).

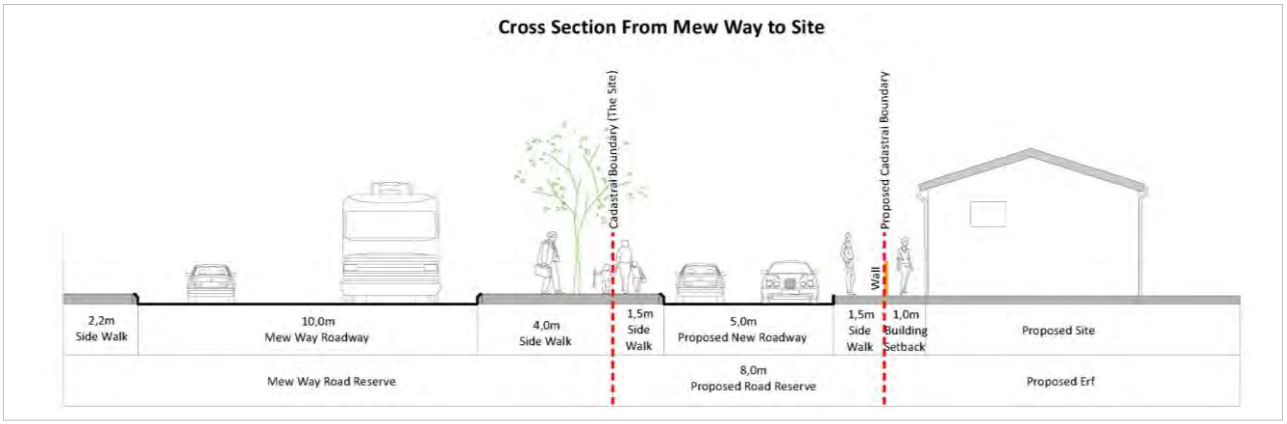


Figure 7.5: Conceptual arrangement showing the interface from Mew Way To Site.

Remainder Erf 38552 - LAND USE TABLE				
Portion Number	**Proposed Zoning**	**Proposed Use**	**Area (m²)**	**% of Area**
1 - 6	Residential 2 (R2)	Residential	17 845,60	63,26%
7	Local Business 1 (LB1)	Business	869	3.08%
8	Community Zone 1 (CO1)	Creche/ Place of Worship	473	1.67%
9	Open Space (POS)	Park	633	2,25%
10	Community Zone 1 (CO1)	Telecommunication Base	113	0.4%
11	Utility Zone (UT)	Pump Station	160	0.56%
12	Utility Zone (UT)	Stormwater Pond	1 897,70	6,73%
13	Utility Zone (UT)	Sub- Station	24	0.1%
14	Utility Zone (UT)	Sub- Station	88	0.3%
15	Transport Zone 2 (TR2)	Public Roads	6 107	21,65%
Total			28 210.3	100%

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38599
38600
38601
38602
Steve Biko Road
Ngcana Street
Gama Crescent
Ziziba Street
Mgcina Street
Noni Street
Mew Way

Erf 18370
Khayelitsha

Monwabisi Park
Informal Settlement

Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Kerblines
- Main Vehicular Movement And Pedestrian focus area
- Proposed Pump Station
- Detention Site (Approx: 1 897,70m²)
- High Mast
- Community Block
- Serviced Blocks (6) (Approx.: 17 845,60m²)
- Utility Sites (Approx.: 385m²)
- Landscaping Opportunities
- Telecommunication Base

Remainder Erf 38552 Khayelitsha | **7.4**

STREET NAME PLAN

SCALE at A3 1:1 000 — 0 3,75 7,5 15 22,5 30 37,5 Meters

N

JONO TRUST
town & urban planning

Job:25.343 | Mxd: Street Name Plan | Date: 10 July 2026

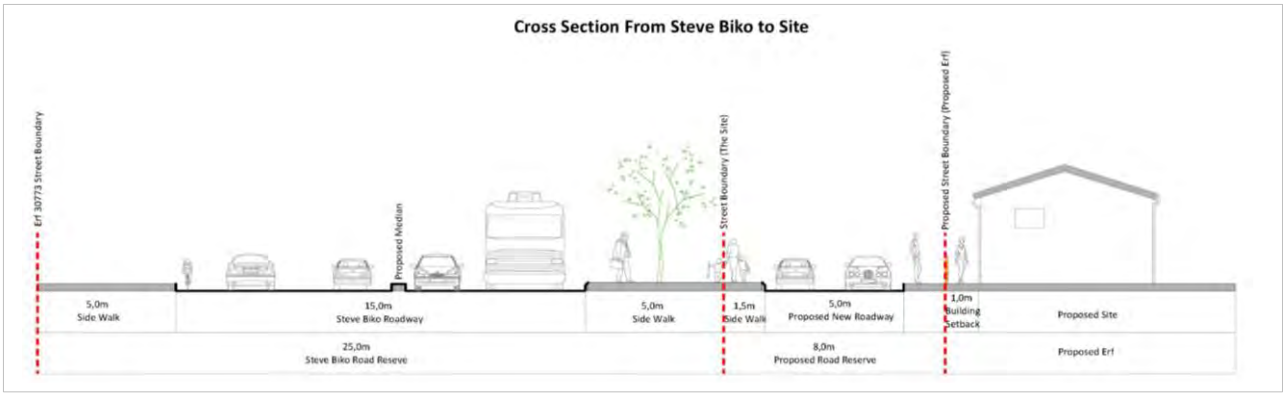


Figure 7.6: Conceptual arrangement showing the interface from Steve Biko Road To Site.

7.7 Landscape Proposals

A Conceptual Landscape Plan was prepared by Samantha Glen Landscape Architect (refer to **Annexure 9: Landscape Architectural Proposal**). The plan shows where will be implemented. The landscape inventions will focus on the proposed open space surrounded by streets. The proposal is to create a play park which will include play equipment.

Application in terms of Section 42(i) of the By-Law for approval of the landscaping plan.

8.0 DEVELOPMENT ASSESSMENTS

The Civil Engineers (refer to **Annexure 10: Civil Engineering Report**) and Traffic Engineers (refer to **Annexure 11: Traffic Impact Assessment**) both proposes how the development proposals presented in Sections 5 and 6 can be accommodated within the municipal utility networks. The key findings are recorded below, with the full reports added as annexures.

8.1 Engineering Services

➢ Sewerage

Existing Infrastructure:
Currently, there is no municipal sewer mains in both Steve Biko and Mew way. The closest sewer main is a 150mmØ line located in Phamba street which is capable of the drainage of the sewage of the development.

Proposed Infrastructure:
As a result of no sewer infrastructure in both Steve Biko and Mew way, a sewer pump station is proposed at the low point of the site, located near the intersection of Mew Way and Steve Biko Drive. The internal sewer network of the development will discharge by gravity to the proposed pump station.

From the proposed pump station, sewage will be pumped for approximately 280m along Mew Way in an easterly direction towards the high point in Mew Way where it will discharge into an outfall manhole. From this outfall manhole the sewer will gravitate to Phamba Street.

➢ Potable Water

Existing Infrastructure:
A bulk 400 mm diameter municipal water main currently runs along Steve Biko Road and Mew Way. However, sections of the road reserve along Mew Way have been occupied by informal settlement structures, which extend over the bulk water main. This situation presents practical constraints for accessing the pipeline for new connections.

Proposed Infrastructure:
The preferred connection to supply potable water to the proposed development will be via a 160 mm diameter connection to the water main running along Steve Biko Road.

Alternatively, two connections may be considered should the available pressures prove insufficient for a single connection on Steve Biko Road. Although a water main is also present within Mew Way, access to this pipeline is constrained due to the occupation of informal dwellings in the Mew way road reserve. These informal structures have been constructed on top of 400Ømm diameter water pipeline.

➢ Stormwater

Existing Infrastructure:
There is stormwater infrastructure in the proximity of the proposed site since the site is surrounded by the developed section of the area. The infrastructure consists of the circular concrete stormwater pipe network, ranging from 525mmØ in Mew Way and 375mmØ in both Mew Way and Steve Biko.

Proposed Infrastructure:

A stormwater attenuation pond is proposed at the low point of the development, located near the intersection of Steve Biko Road and Mew Way. Both the overland stormwater flow and the underground stormwater reticulation from the development will discharge into this pond. From the pond, the attenuated stormwater will be conveyed to the existing municipal stormwater system, via the stormwater municipal line in Mew Way.

- **Roads**

Existing Infrastructure:
Access to the development can be obtained via two main roads: Steve Biko Road, which runs to the west of the development and Mew Way which runs to the south of the development.

Proposed Infrastructure:
The roads will be surfaced with asphalt specification and thickness as per the City of Cape Town's Specifications. The roads will be handed over to the City of Cape Town after the completion. The CoCT will be responsible for the maintenance of the internal roads.

- **Electricity**

Two mini electrical sub-stations are proposed. An electrical services report is underway.

8.2 Traffic Assessment

Liezl Stodart Pr Eng anticipates that the development will have more than 50 trips in both the morning and afternoon peak hours and have prepared a Traffic Impact Assessment (TIA) (refer to **Annexure 11: Traffic Impact Assessment**) that considers the proposed development on Erf 38552 Khayelitsha.

- **Access**

The proposed development will obtain access from Steve Biko Road and Mew Way.

Steve Biko Road:
The proposed access from Steve Biko Road to the nearest intersection is less than the 180-metre minimum requirement. The Traffic Engineer confirms that the only way to achieve the standard spacing will entail securing access over the erf to the north, which is owned by the church. However, the church does have alternative access from Bukwayo Street.

Mew Way:
The proposed access from Mew Way complies with the spacing requirements.

- **Internal Street Layout**

The main internal streets will have 10-metre-wide reserves. Other internal streets will have 8-metre-wide reserves. Sections of the internal streets (service roads) will run alongside and parallel to Mew Way Steve Biko Road. These service roads will be separated from the outside road by a landscape verge.

- **Public and Non-Motorised Transport**

The development area is well served by existing public transport services and infrastructure. The planned MyCiti route along Mew Way will provide further public transport options. No additional infrastructure will be required.

Formal built sidewalks should be incorporated into the design where possible. Pedestrian crossings will be provided around the public open space, which serve as a play park.

- **Public Transport**

Minibus Taxis:
There are mini-bus taxi routes along Steve Biko Road and Bukwayo Street. Mew Way does not form part of any formal routes, although many taxis were noticed traveling and stopping along Mew Way. The closest taxi rank is located is located on the corner of Bukwayo Street and Ncumo Road, behind Hilltop Spar centre and is approximately 1 kilometer from the site.

Golden Arrow Bus:
Golden arrow buses operate on Mew Way as part of the Harare – Bellville route.

MyCiti Bus Service:
The closest MyCiti route is the D02 Khayelitsha- Civic Centre route. The closest bus stops are the Ncumo West and Khwezi stops. Both stops are approximately 1,5km away from the site.

According to the traffic engineer, the City of Cape Town Transport Planning officials confirmed that Mew Way will form part of the next MyCiti phase roll out. The proposed Nompenvana stop will be right next to the site.

The public transport services to the site are deemed adequate.

- **Trip Generation:**

A vehicle ownership survey was conducted in informal settlements during 2025 was used to estimate the trip generation of the potential TRA stage. The survey showed that 7% of informal settlement household own cars. The Traffic Engineer assumes that 75% of these households will use their vehicle during morning and afternoon peak hours. The TRA development is anticipated to generate a total of 18 trips both in the morning and afternoon peak hours.

- **Traffic Impact:**

The report found that the development will generate a significant number of trips, but these trips will be distributed via two access points and from there along Mew Way and Steve Biko Road. The reluctant added traffic volumes added to the intersections in the vicinity will be very low. It is anticipated that the development will have a low traffic impact.

- **Recommendations:**

- The City of Cape Town should consider replacing the four- way stop at the Mew Way/ Steve Biko Road intersection with a roundabout, if preferable for the MyCiti project, with traffic signals.

- The 155m access on Steve Biko Road should be allowed, because access will be serving a whole neighborhood.
- The current informal Steve Biko Road access to the church site should be closed.
- Internal roads should have a minimum surfaced width of 5 meters.
- Intersections should have a bellmouth radius of at least 5 meters.
- Internal streets running parallel to Steve Biko Road and Mew Way will be separated from the outside roads by a landscape verge.
- Formal built sidewalks should be incorporated into the design where possible.

9.0 CONCLUSION AND REASONS FOR APPROVAL

The proposed development on Remainder Erf 38552 Khayelitsha is being undertaken to provide accommodation (housing). This is an example of residential development within an existing urban area that is well served by public transport and engineering services.

Section 99 of the City of Cape Town's planning bylaw sets out the criteria for deciding applications. The preceding sections of this report showed how this proposal passes the tests set by section 99, including that the proposal are:

9.1 Compliance with Planning Policy

Consistent with applicable spatial development frameworks and policies:

- **City of Cape Town IDP's strategic objectives of:**
  - Access to basic services;
  - Supporting public transport services;
  - Improving and developing integrated settlements, that offer a range of housing opportunities; and
  - Establishing new housing.

- **Western Cape Spatial Development Framework by:**
  - Promoting housing development within the urban edge, rather than on the outside; and
  - Promoting housing development on land that is well located in relation to public transport.

- **Cape Town Spatial Development Framework (2023) since it proposes to intensify the land use on a site located within a corridor. The development proposals are consistent with the CT SDF since:**
  - The site is located on the inside of the urban edge line; and
  - The site is located in an area designated for 'urban development'.

- **Khayelitsha District Plan, and Environmental Management Framework, Technical Report (2023) since:**
  - The plan recognizes the need for housing in this area; and
  - The site is within the development corridor.

- **Transit Oriented Development (TOD) since:**
  - Remainder Erf 38552 Khayelitsha is located in close proximity to existing and future transport infrastructure and presents an ideal location for TOD in this part of Cape Town. The applications generally support the principles of TOD, since the proposed development is adjacent to 2 public transport rotes.

- **Urban Design Policy (2024) since:**
  - The proposals are locationally appropriate given the accessibility to public transport, employment, recreation and social facilities;
  - All future buildings will face the roads which will create passive surveillance opportunities over the shared spaces.
  - Proposing appropriate interfaces to the existing abutting major roads.

9.2 Extent of desirability of the development proposals in terms of Section 99(3) of the MPBL:

- **Socio- Economic Impact**
  - The proposed rezoning of the property to accommodate the proposal will have a positive socio-economic impact because it will increase the opportunity for residential accommodation and economic opportunities within the existing area.
  - The proposal will have a positive economic and social impact in that it will provide employment opportunities on a short-term basis during the construction phase.
  - The proposed development is viewed as a positive contribution in achieving socio-economic integration and addressing the housing needs in the City.
  - The development of additional housing opportunities in close proximity to recreational, commercial, institutional, residential and transport facilities is seen to be desirable.

- **Compatibility with surrounding uses**
  - The surrounding properties consist of residential (R1), community (CO1), business (MU1 and GB4) public open space zoned (OS2) properties. The majority of the properties are zoned residential. The rezoning of the property from CO1 to subdivisional overlay to allow for R2, TR2, OS2 and utility zoned properties will tie in with the existing residential nature of the area.
  - The proposed rezoning will allow the property to be developed for residential purposes which is desirable in the area.
  - The deviation from the Khayelitsha/ Mitchells Plain/ Greater Blue Downs District Plan 2023 to permit the housing development in lieu of the encouraged development of the entire site for commercial uses. The proposed residential housing development on City owned land within urban areas is generally supported by the district plan notwithstanding the current designation of the property and it is considered appropriate in the context of the property.
  - The proposed residential land uses will significantly benefit from the existing recreational, business, community and transport related facilities in the area.
  - The proposal is for a residential development within an area where residential uses already dominate. The layout design recognises the need to offer a sensitive response to the adjacent residential uses and interface with the two adjacent major roads (Mew Way and Steve Biko Road).
  - Properties have been backed up along the northern and eastern edges instead of developing roads which will increase the security risk for the adjacent neighbours.

- **Impact on the existing engineering services:**
  - Engineering report proposes how the site will be serviced and tie into the existing network subject to confirmation the relevant services departments.

- **Impact on safety, health, and wellbeing of the surrounding community:**
  - There is no safety, health or risk to wellbeing which will be a result of a residential development. It is likely that the development will improve the local safety conditions through the use of currently vacant/ encroached land, especially since the new properties has been backed up along the northern and eastern edges instead of developing roads, thereby assisting to defend the rear of their properties which will decrease security risk for both future beneficiaries and adjacent neighbours.
  - The subdivision layout ensures that the properties are orientated towards the proposed public open space and will offer surveillance over the public realm. The development proposed will result in walkable urban blocks, while the backs of properties do not face public spaces. This will enhance safety and security in the neighbourhood.

- **Impact on Heritage:**
  - Heritage Western Cape has indicated that no further studies are necessary (refer to **Annexure 9: HWC Response to NID**).

- **Impact on the biophysical environment:**
  - The Environmental Specialist has confirmed that there will be no impact on the environment (refer to **Annexure 8: Environmental Assessment Practitioner**).

- **Traffic impact, parking, access, and other related considerations:**
  - According to the City's Transport Orientated Development (TOD) Strategic Framework, increased residential densities and land use intensification are required to give effect to a functional public transport system and to provide a greater mix of housing choices. The property is located along 2 different public transport routes (bus and taxi) and in close proximity to a public transport interchange. The approval of this application will be in line with the TOD Strategic Framework in this respect.
  - Given the nature of the development proposed the use of public transport is promoted.
  - The properties will take access from an internal road layout, therefore the proposal will have very little impact on existing traffic in the immediate area.
  - The anticipated trips generated by the development is expected to have a low impact on the road network (refer to **Annexure 10: Traffic Impact Assessment**).

9.2 Effects on Existing Rights

The proposal will have no impact on existing rights. Surrounding owners will continue to access, use, and enjoy their properties, while continuing to receive engineering services from the municipality.

_____

JONO TRUST PROFESSIONAL PLANNERS

Annexure 5:
ZONING CERTIFICATE

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

SPATIAL PLANNING
AND ENVIRONMENT

Vusumzi Mtakati
Senior Professional Officer

Case ID: 1500142344

26 November 2025

To whom it may concern

ZONING SCHEME EXTRACT
City of Cape Town Municipal Planning By-Law, 2015

On the date reflected above, Council's records indicated the property listed below to be zoned for the following purposes:

Property description	Erf 38552-RE, Khayelitsha
Physical address	155 Steve Biko Road, Harare
Base Zoning	Community 1: Local
Subzoning	n/a
Overlay zoning (if applicable)	n/a
Primary land uses permitted	See attached extract of the Development Management Scheme, 2015 (as amended 2025) for CO1 zoned properties
Other previously approved use rights (if any)	Refer to the DEADP approval dated 26 March 2010 and Consent Use Approval Case number: 70450126 dated 15 July 2019.
Road widening / new road schemes (if any)	Subject to confirmation with applicable roads authority

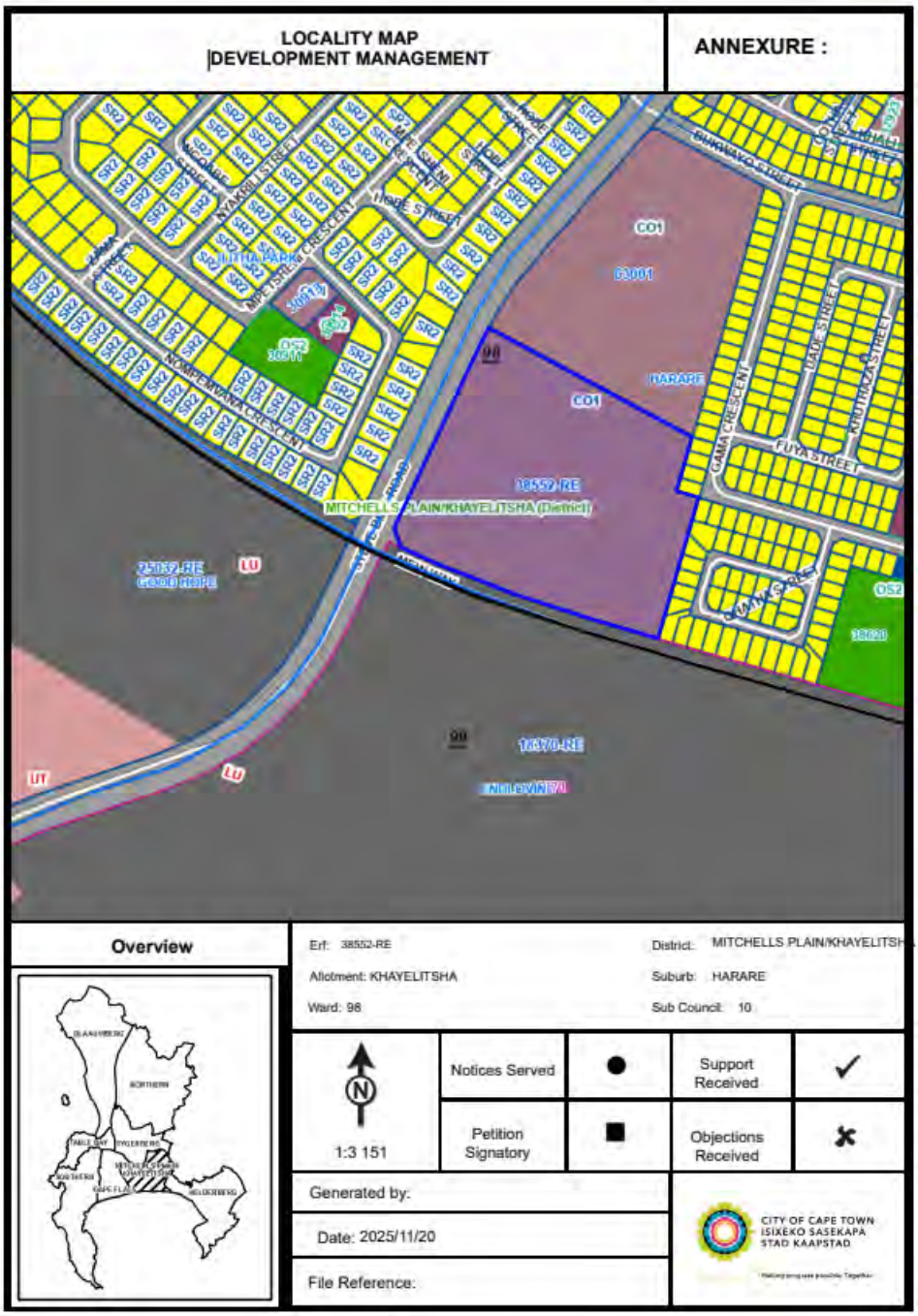
In this regard, kindly note the following:

- The above zoning is subject to various development parameters and land use restrictions which are contained in the Development Management Scheme, a copy of which is either attached or available on request at your nearest district planning office.
- This document is provided for information purposes only.
- It is further noted that the above information doesn't necessarily include reference to all previous land use approvals, restrictions, exclusions, departures or may not reflect lapsing of approvals. The reader is advised to also check the records of any other previous approvals, consents, exclusions, departures granted from the previous zoning scheme regulations or current development management scheme or whether an approval not exercised has lapsed as well as the title deed for other restrictions that might impact on the development of the property.
- Use of the property in accordance with the above specified zoning does not exempt the owner/occupier from compliance with any other legal or statutory requirement affecting the property.

Yours faithfully

For **DIRECTOR: DEVELOPMENT MANAGEMENT**

Stocks and Stocks Complex,
Ntlazane Road Ilitha Park, Khayelitsha, 7784



Stocks and Stocks Complex,
Ntlazane Road Ilitha Park, Khayelitsha, 7784

CHAPTER 7: COMMUNITY ZONINGS

(items 46-49A)

[Heading substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

Community zonings are intended for social uses directed at community needs, such as educational, religious, welfare or health services. Community buildings are important social and urban design focal points, and prominent architectural forms should be encouraged. There are two community zonings, with CO1 serving predominantly local community needs, and CO2, which caters for a wider community and potentially a greater intensity of development.

Part 1: Community Zoning 1: Local (CO1)

(items 46-47A)

The CO1 zoning provides for local educational, worship and health needs as primary uses, but allowance is also made for the City to approve other community needs which may have a greater impact.

46 Use of the property

The following use restrictions apply to property in this zoning—

(a) Primary uses are place of instruction, place of worship, clinic, rooftop base telecommunication station, filming, minor freestanding base telecommunication station, minor rooftop base telecommunication station, electric vehicle charging stations, micro wind turbine, structure-mounted energy system and open space.

[Para. (a) substituted by s. 46 of City of Cape Town: Municipal Planning Amendment By-law, 2019 (wef 3 February 2020)]
[Para. (a) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(aA) Additional use rights are small-scale wind turbine subject to the development rules in item 25E.

[Para. (aA) inserted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(b) Consent uses are institution, hospital, place of assembly, cemetery, freestanding base telecommunication station, veterinary practice, shop, informal trading, ground-mounted energy system and urban agriculture.

[Para. (b) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]
[Item 46 substituted by s. 38 of City of Cape Town: Municipal Planning Amendment By-law, 2016 (wef 1 July 2016)]

Stocks and Stocks Complex,
Ntlazane Road Ilitha Park, Khayelitsha, 7784

47 Development rules

The following development rules apply—

(a) Floor factor
The floor factor on a land unit shall not exceed 0,8.

(b) Coverage
The coverage for all buildings on a land unit shall not exceed 80%.

[Para. (b) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(c) Height

(i) The maximum height of a building, measured from existing ground level to the top of the roof, is 12 m, provided that there is no height limit for a bell tower, steeple, minaret or similar architectural feature designed to accentuate the significance of a building.

[Sub-para. (i) substituted by s. 47 of City of Cape Town: Municipal Planning Amendment By-law, 2019 (wef 3 February 2020)]

(ii) Earth banks and retaining structures are subject to item 126.

(d) Street boundary building line
The street boundary building line is 3 m, subject to the general building line encroachments in item 121.

[Para. (d) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(e) Common boundary building line
Common boundary building lines are 3 m, subject to the general building line encroachments in item 121.

[Para. (e) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(f) Parking and access
Parking and access shall be provided on the land unit in accordance with Chapter 15.

(g) Loading
Loading bays shall be provided on the land unit in accordance with item 144.

(h) Screening
The City may require screening in accordance with item 125.

(i) Noise mitigation
The City may require the owner to implement noise mitigation measures if excessive noise is created or likely to be created.

47A Informal trading

Informal trading is permitted only on a site demarcated in terms of the City's by-law on informal trading.

[Item 47A inserted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

DEVELOPMENT MANAGEMENT

ASAVELA GINGCANA
ASSISTANT PROFESSIONAL OFFICER

BLUM017

15 JULY 2019

WARREN PETTERSON TRADING
P.O Box 152
Century City
7446

dloots@wpplanning.co.za

Dear Sir / Madam

APPLICATION FOR ACONSENT USE ITO SECTION 42(I) OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BY,LAW,2015,ERF 38552, 155 STEVE BIKO ROAD, HARARE, KHAYELITSHA

This letter is addressed to the applicant or to an objector in the case where there has been an objection to the above application.

The application with reference 70450126 in the above regard, accepted on 02 APRIL 2019, refers.

The authorised official on 11/07/2019 resolved the following:

1. The application for consent use in terms of section 42(i) of the City of Cape Town, Municipal Planning By-Law, 2015, in order to permit the erection of a freestanding cellular communication base station comprising of the following:
   - A 25m Monopole type mast,
   - 12 x sector antennas attached to the mast,
   - 4 x Equipment containers, and
   - A 2.4m high palisade fence

on a portion of Remainder Erf 38552, Khayelitsha, **be approved** in terms of Section 98(b)(iii) of the City of Cape Town Municipal Planning By-Law, 2015 subject to the conditions as set out in the attached **Annexure A and Annexure B** for noting requirements.

Kindly note, this consent use approval will lapse if not exercised within 5 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), unless it complies with section 47(1) [see footnote] of the MPBL.

Kindly note, this approval will lapse if not exercised within 2 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), in terms of section 38(1) [see footnote] of the MPBL.

Kindly also note where applicable, the above approval does not guarantee approval of any related building plan application in terms of the National Building Regulations and Building Standards Act, No 103 of 1977 and that building work may therefore only commence once such plans are formally passed.

Should the reasons for the above decision not be contained in this notification you are advised in terms of section 104(2)(c) of the MPBL and section 5 of the Promotion of Administrative Justice Act, No 3 of 2000 that you are entitled to request in writing reasons for the above decision.

In terms of section 108(1) of the City of Cape Town Municipal Planning By-Law, 2015, you may appeal to the Appeal Authority against the above decision by giving written notice of such appeal and the grounds of appeal.

An appeal, including the written notice and the grounds of appeal (and not only the intention to appeal), must be lodged with the City Manager, c/o the Khayelitsha/Mitchells Plain District Manager, at the following email address: appeals.khayemitch@capetown.gov.za within **21 days of the date of notification of the decision**. If the appeal cannot be lodged by email it may be hand delivered to the Khayelitsha/Mitchells Plain District Secretary, Stocks & Stocks complex, Ntlazane Road, Khayelitsha **within 21 days of the date of notification of the decision.** See definition of notification date in footnote below to determine the closing date for submission. If this letter has been sent to you by registered mail, then it is your responsibility to establish the date stamped upon the receipt for registration issued by the post office when accepting this notice from the City of Cape Town. You will need to contact the post office and use the tracker number on the envelope for this purpose.

Failure to comply with the above requirements and provisions within section 108 of the MPBL will result in the appeal being ruled invalid.

Kindly note that the operation of the approval of this application is suspended until such time as the City gives notice that no appeal has been lodged and the decision is effective or the date that the appeal is decided by the appeal authority.

If an appeal is lodged against a condition of approval the City may determine that the operation of the approval of the application is not suspended.

Yours faithfully



Asavela Gingcana
for **DIRECTOR : DEVELOPMENT MANAGEMENT**

Notes and extracts from sections of the City of Cape Town Municipal Planning By-Law, 2015

38 General lapsing provision

(1) Unless otherwise specified in this By-Law, an approval granted or deemed to have been granted in terms of this By-Law to use or develop land lapses two years after the effective date of decision
(a) where the land is not used in accordance with the approval; or
(b) where an improvement of land is required in order to use the land in accordance with the approval, lawful commencement of construction has not occurred.

47 Lapsing of rezoning, consent use or departure

(1) A rezoning, other than a rezoning to a subdivisional area zoning, consent use or permanent departure approved or deemed to have been approved in terms of this By-Law lapses five years after the effective date of the decision –
(a) where the land is not used in accordance with the approval; or
(b) where an improvement of land is required in order to use the land in accordance with the approval, lawful commencement of construction has not occurred.

105 Effective date of decision

(2) The effective date of a decision in terms of this By-Law is –
(a) the date that the City gives notice that no appeal has been timeously lodged and that the decision is accordingly effective; or
(b) subject to subsection (3), if an appeal is timeously lodged, the date that the appeal is decided by the appeal authority.

(3) If an appeal is lodged only against a condition imposed in terms of section 100, the City may determine that the operation of the approval of the application is not suspended

STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA

Method and date of notification

The date of notification is determined as follows:
if the notification is provided –

(a) orally, it is the date of oral communication;
(b) by hand ,it is the date of delivery or collection;
(c) by registered post, it is regarded as the fourth day after the date stamped upon the receipt for registration issued by the post office which accepted the notice; or
(d) by email or fax, it is the date that the email or fax is sent,

ANNEXURE A

In this annexure:

"City" means the City of Cape Town
"The owner" means the registered owner of the property
"The property" means **Erf 38552, 155 STEVE BIKO ROAD, HARARE, KHAYELITSHA**
"Bylaw" & "Development Management Scheme" has the meaning assigned thereto by the City of Cape Town Municipal Planning Bylaw, 2015 "Item" refers to the relevant section in the Development Management Scheme

Council's Consent is linked to the plans Drawing No: B01-B12/12 sheet 1 TO 12, all dated 14/09/2019

CASE ID: 70450126

1 CONSENT USE GRANTED IN TERMS OF SECTION 98 OF THE BY-LAW

1.1 Consent for Freestanding Base Telecommunication Station on a portion of the property.

2. CONDITIONS TO BE IMPOSED IN TERMS OF SECTION 100 OF THE BY-LAW AS PART OF THE CONSENT APPROVAL

3. DEVELOPMENT MANAGEMENT

3.1 That building plans submitted in respect of the above development shall be in accordance with Drawing No: B01-B12/12 sheet 1 TO 12, all dated 14/09/2019.

DEVELOPMENT MANAGEMENT & SOCIAL SERVICES

3.2 That access to the telecommunication infrastructure and associated equipment must be strictly controlled at all times by means of a fence or wall with a locked door or gate and adequate warning signs in the three official languages must be displayed on the access door or gate.

3.3 That the combined / weighted radiofrequency (RF) exposure emanating from the telecommunication infrastructure to humans may not exceed the public exposure guidelines as set by the International Commission on Non-ionizing Radiation Protection (ICNIRP). The Director Social Services will ensure that regular measurements are taken to ensure that the cell base station and related infrastructure meet the ICNIRP public exposure guidelines. Such measures are to be at the cost of the applicant and made available to the Director Social Services.

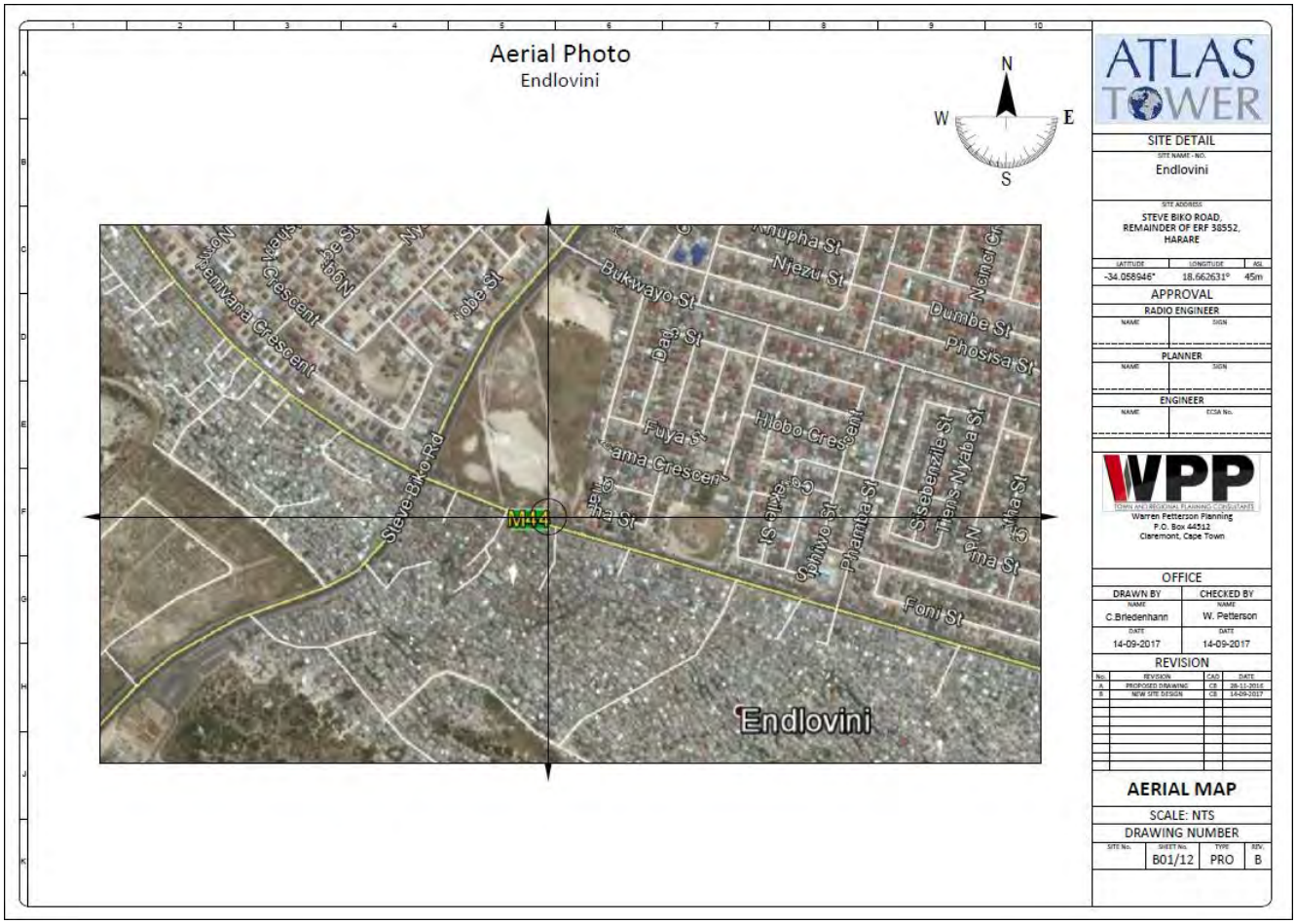
3.4 That the service provider / operator / lessee shall within 30 days after the telecommunication infrastructure has been erected and is operational submit to the Director Social Services, written proof that the radiofrequency (RF) electromagnetic energy (EME) levels of the telecommunication infrastructure are lower than the ICNIRP guidelines. All measurements to be submitted as evidential proof must be done by an independent certified person or body.

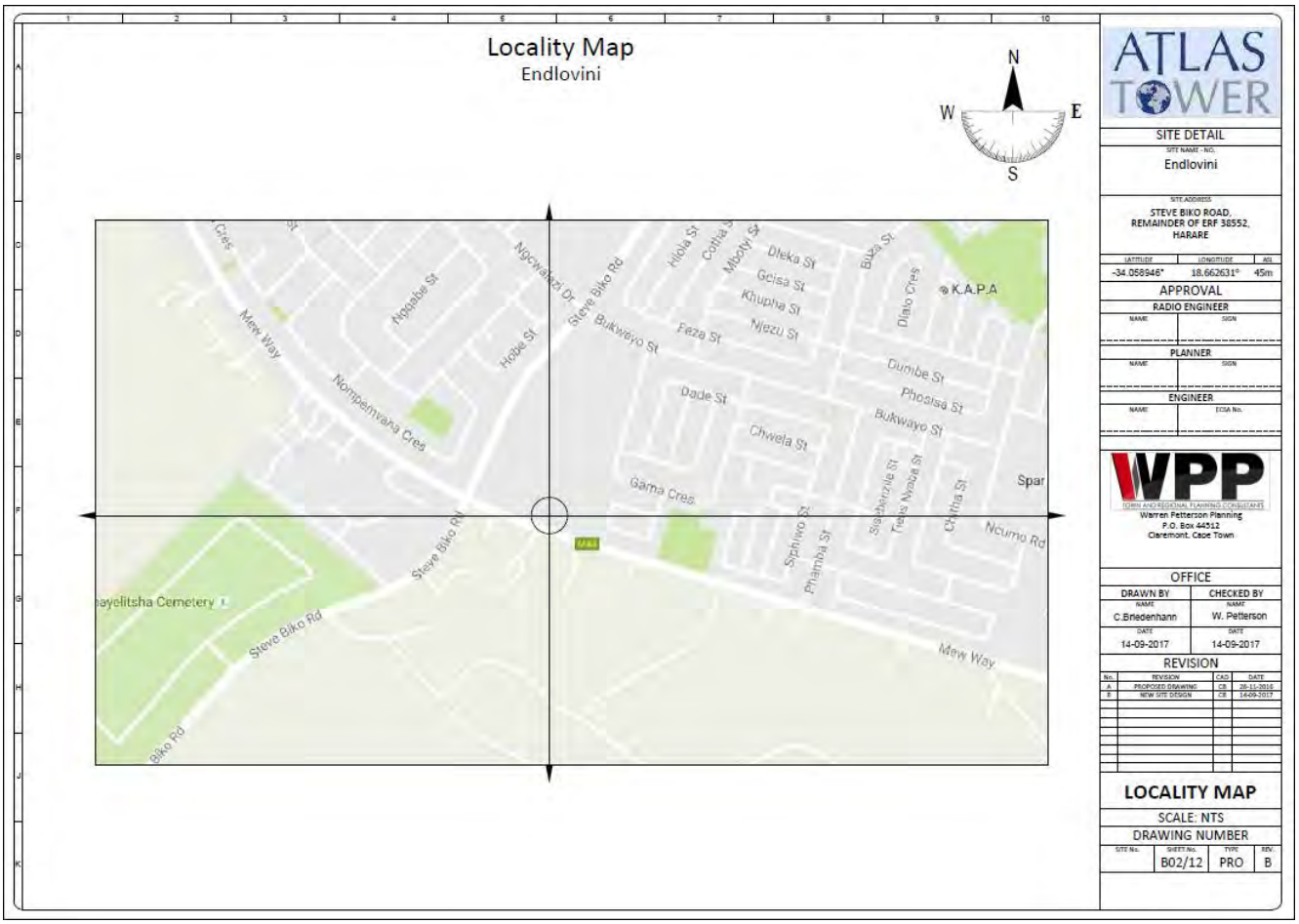
3.5 That the service provider / operator / lessee shall on the request of and within the time set by the Director Social Services, submit proof that the radiofrequency (RF) electromagnetic energy (EME) levels of the telecommunication infrastructure are lower than the ICNIRP guidelines in case a complaint has been received or when the Director Social Services, reasonably suspects that the RF EME emissions might be above the ICNIRP guidelines. All measurements to be submitted as evidential proof must be done by an independent certified person / body.

3.6 That the service provider / operator / lessee are responsible for ongoing maintenance of the entire installation as well as all costs with respect to such maintenance or future decommissioning of the telecommunication infrastructure.

3.7 That the service provider / operator / lessee shall remove all decommissioned infrastructure, and where the site has been disturbed, shall rehabilitate the site to its original state or a state acceptable to the Director Development Management or his/her delegatee.

ANNEXURE B

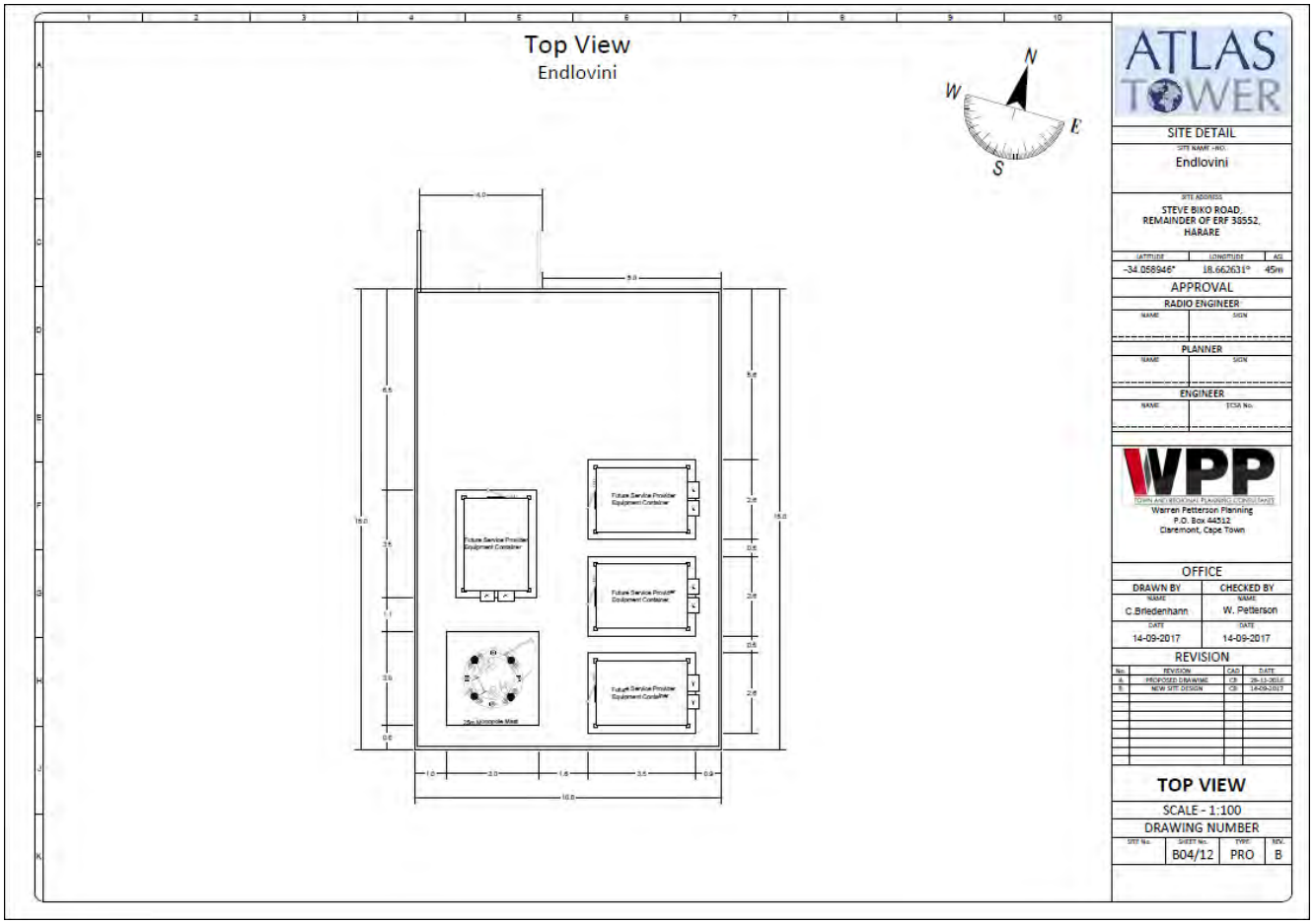

Aerial Photo
Endlovini
N
W
E
S
Bukwayo St
Njezu St
Dumbe St
Phosisa St
Hlobo Crescent
Steve Biko Rd
Foni St
Endlovini
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.058946°
18.662631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
Warren Fetterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
C.Briedenhann
CHECKED BY
W. Petterson
14-09-2017
14-09-2017
REVISION
AERIAL MAP
SCALE: NTS
DRAWING NUMBER
B01/12
PRO
B



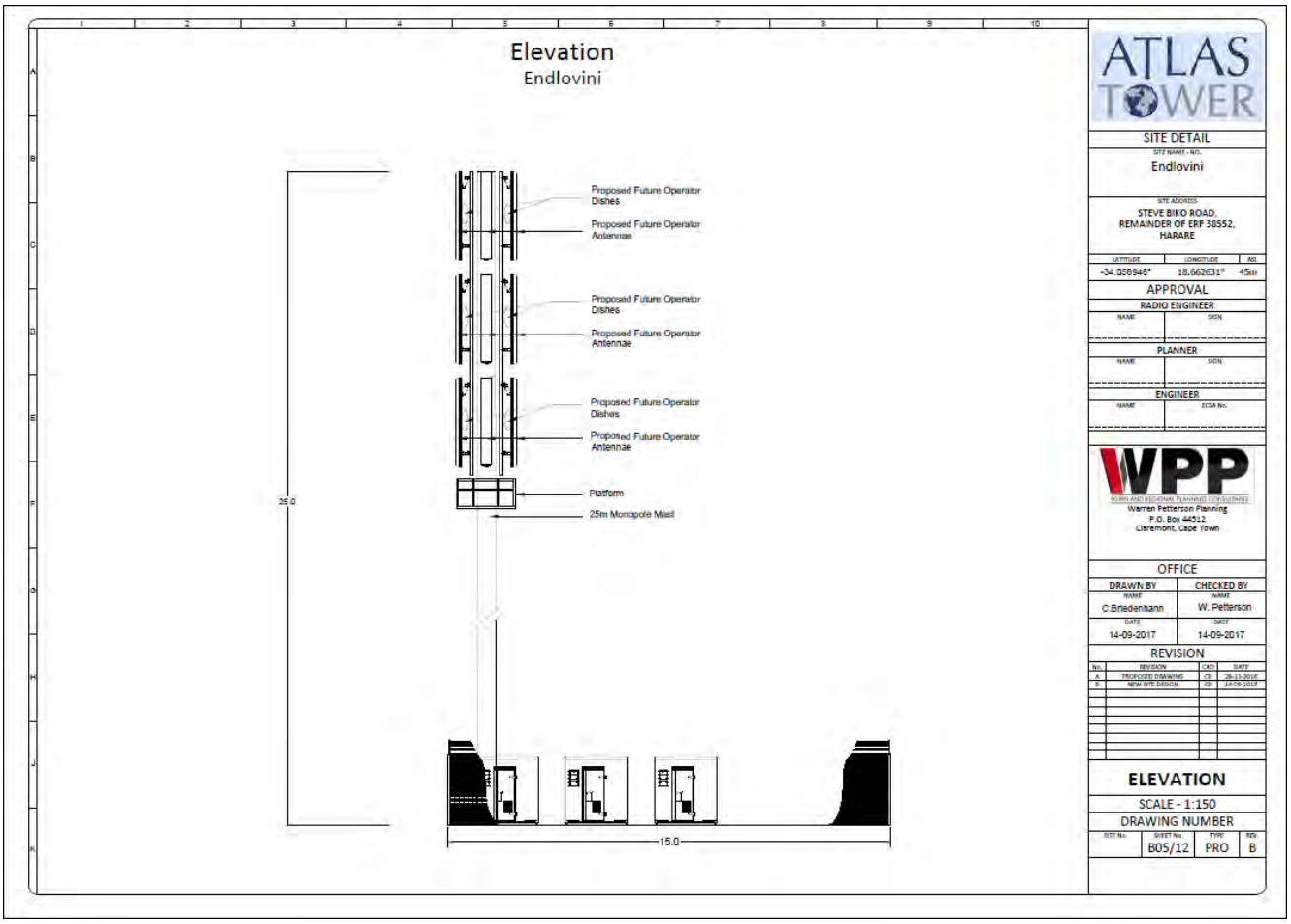
STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA



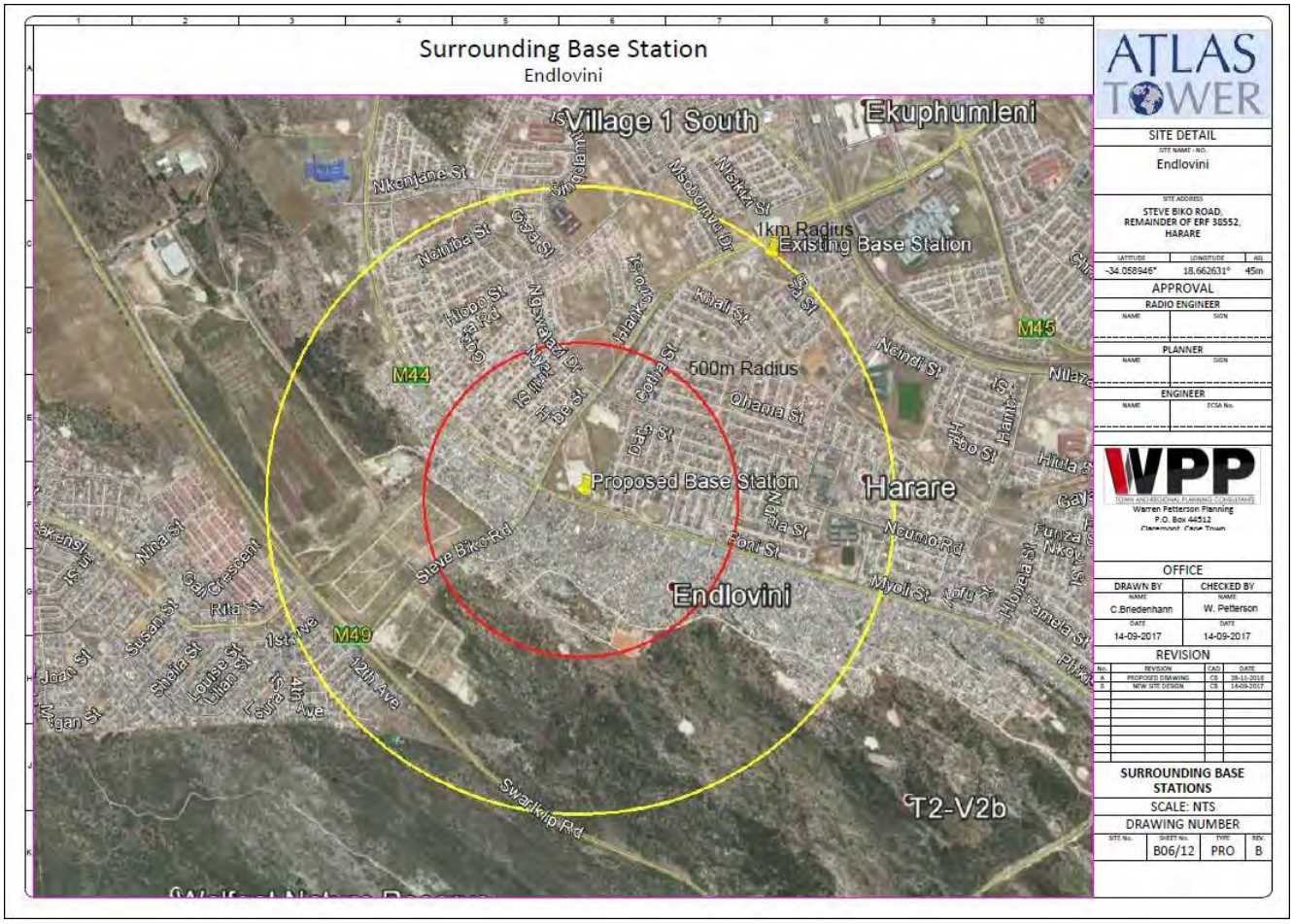
STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA

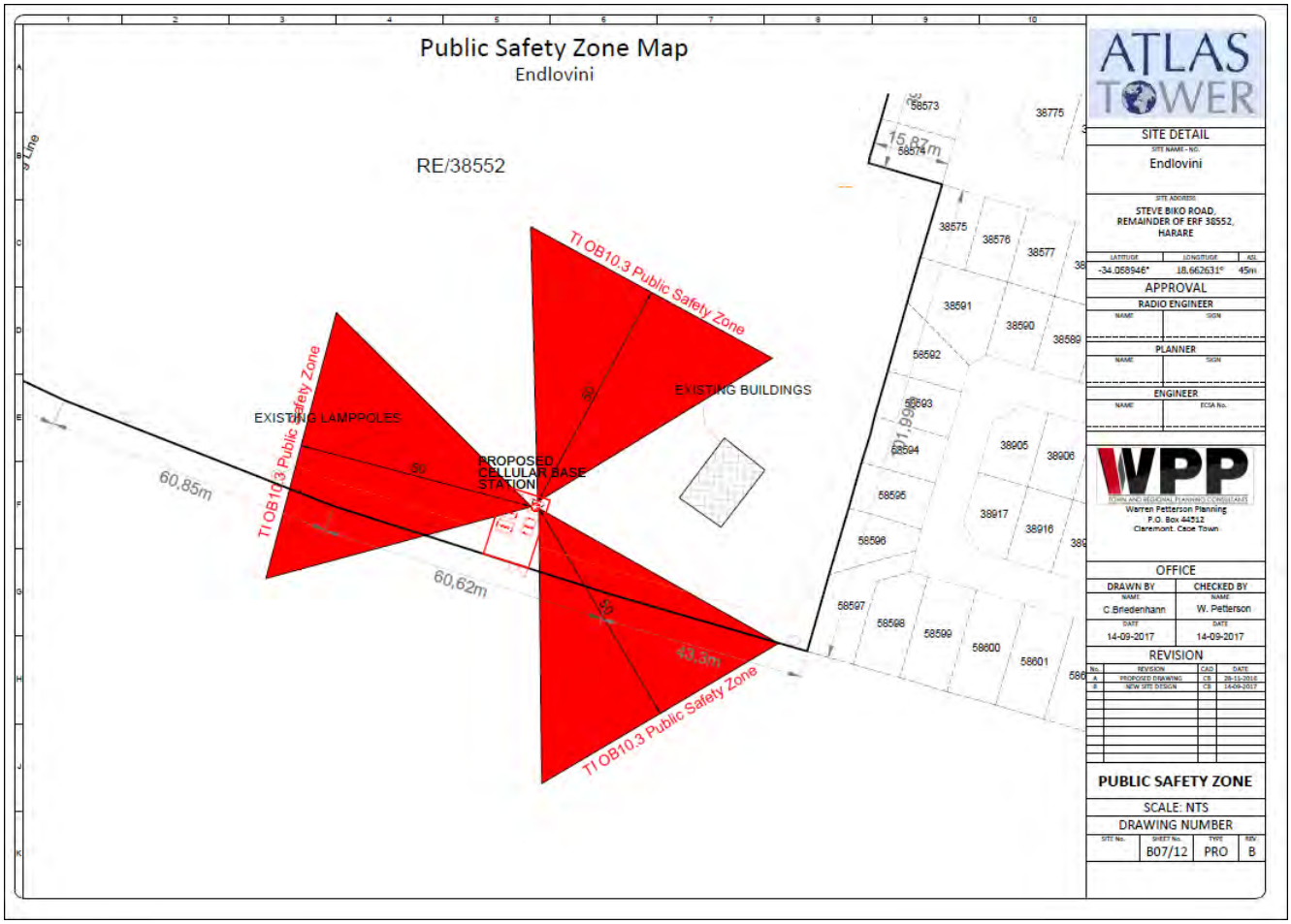


STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA



STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA

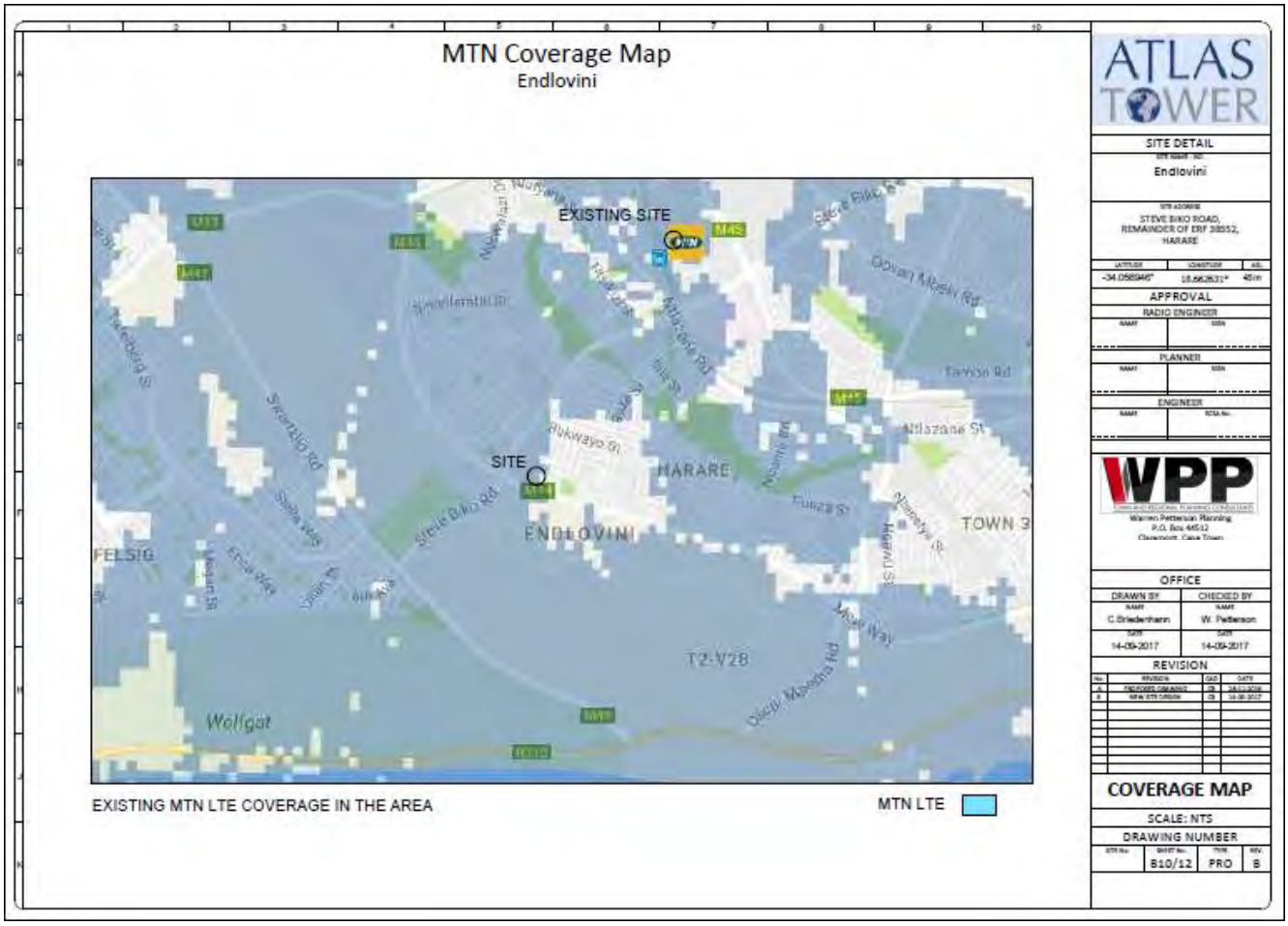

Surrounding Base Station
Endlovini
Village 1 South
Ekuphumleni
1km Radius
Existing Base Station
500m Radius
Proposed Base Station
Harare
Endlovini
T2-V2b
M44
M45
M49
Steve Biko Rd
Swartkop Rd
Nkonjane St
Namba St
Ohania St
Neumo Rd
Myoli St
Nina St
Susan St
Sheila St
Joan St
Megan St
Rita St
1st Ave
12th Ave
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD, REMAINDER OF ERF 38552, HARARE
-34.068946°
18.662631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
WPP
Warren Petterson Planning
P.O. Box 44512
OFFICE
DRAWN BY
C.Briedenhann
CHECKED BY
W. Petterson
14-09-2017
14-09-2017
REVISION
A PROPOSED DRAWING CB 28-11-2016
B NEW SITE DESIGN CB 14-09-2017
SURROUNDING BASE STATIONS
SCALE: NTS
DRAWING NUMBER
B06/12
PRO
B

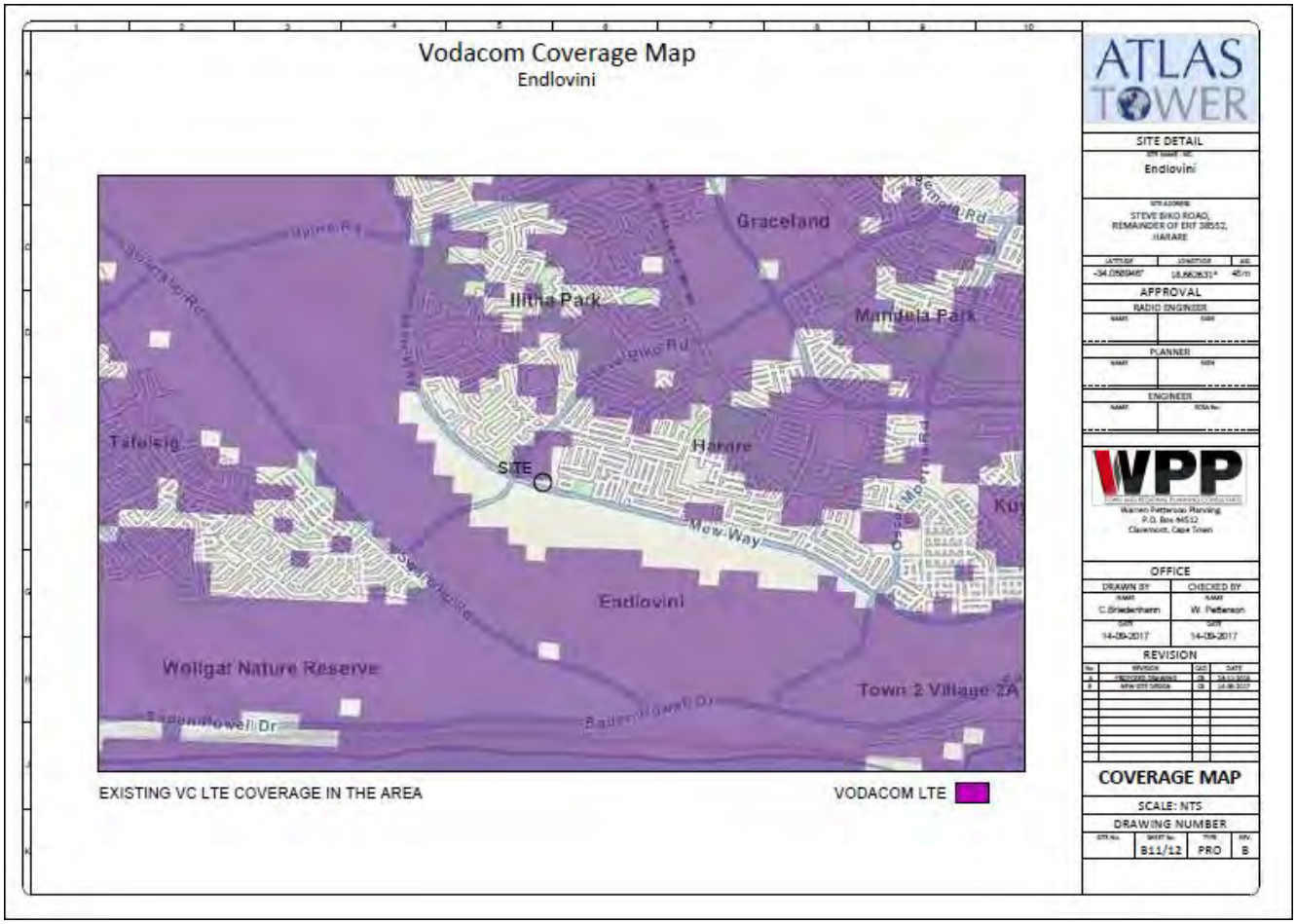


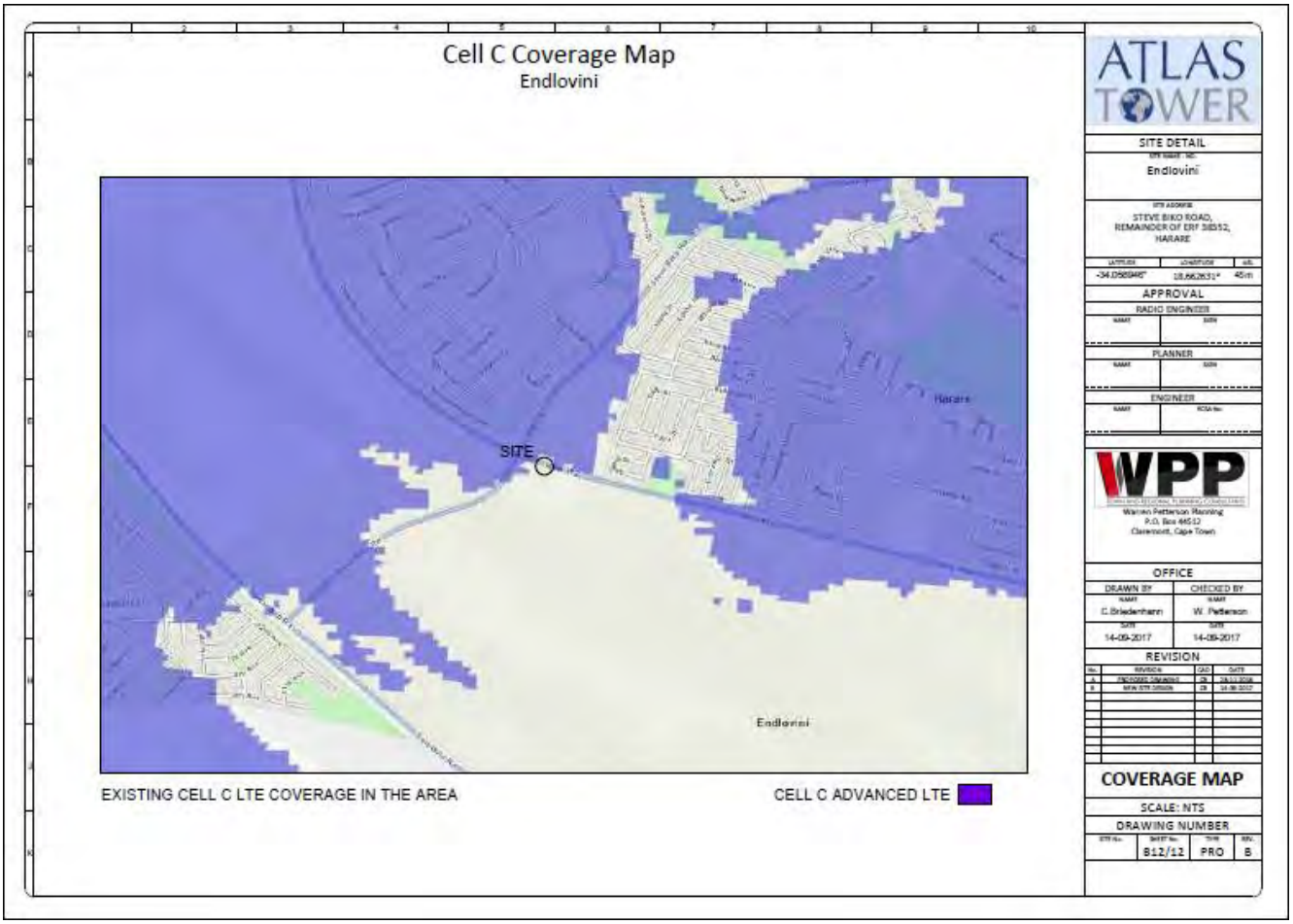
STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA


Superimpositions
Endlovini
PROPOSED BASE STATION
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.058946°
18.662631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
WPP
Warren Petterson Planning
P.O. Box 44512
Claremont, Cape Town
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DRAWN BY
C.Briedenhann
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W. Petterson
14-09-2017
REVISION
A PROPOSED DRAWING CB 28-11-2016
B NEW SITE DESIGN CB 14-09-2017
SUPERIMPOSITIONS
SCALE: NTS
DRAWING NUMBER
B08/12
PRO
B


Surrounding Base Station
Endlovini
PROPOSED BASE STATION
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.058046°
18.662631°
45m
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P.O. Box 44512
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W. Petterson
14-09-2017
14-09-2017
REVISION
SURROUNDING BASE STATIONS
SCALE: NTS
DRAWING NUMBER
B09/12
PRO
B


MTN Coverage Map
Endlovini
EXISTING SITE
SITE
HARARE
ENDLOVINI
FELSIG
TOWN 3
Wolfgat
T2-V28
EXISTING MTN LTE COVERAGE IN THE AREA
MTN LTE
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.058946°
18.662631°
45m
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C.Briedenhann
14-09-2017
CHECKED BY
W. Petterson
14-09-2017
REVISION
COVERAGE MAP
SCALE: NTS
DRAWING NUMBER
810/12
PRO
B


Vodacom Coverage Map
Endlovini
Graceland
Ilitha Park
Mandela Park
Tafuleig
SITE
Harare
Mew Way
Endlovini
Wolligat Nature Reserve
Town 2 Village ZA
EXISTING VC LTE COVERAGE IN THE AREA
VODACOM LTE
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
APPROVAL
RADIO ENGINEER
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14-09-2017
14-09-2017
REVISION
COVERAGE MAP
SCALE: NTS
DRAWING NUMBER
B11/12
PRO
B



STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA

Verwysing
Reference E17/2/2/7/BK2/ERF 38552
Isalathiso

Navrae
Enquiries S Abrahams
Imibuzo

Datum
Date 26 MAR 2010
Umhla

Departement van Omgewingsake en Ontwikkelingsbeplanning
Department of Environmental Affairs and Development Planning
ISebe leMicimbi yeNdalo esiNgqongileyo noCwangciso loPhuhliso

The Director: Planning & Building Development Management
City Of Cape Town
P. O. Box X93
BELLVILLE
7535

Sir

CITY OF CAPE TOWN: DESIGNATION OF A PORTION OF ERF 38552, KHAYELITSHA FOR LESS FORMAL SETTLEMENT IN TERMS OF CHAPTER I OF THE LESS FORMAL TOWNSHIP ESTABLISHMENT ACT, 1991 (ACT 113 OF 1991)

1. Your letter dated 1 December 2009 refers.

2. The Minister of Housing, Minister B S Madikizela has designated a portion (±2,8ha) of Erf 38552, Khayelitsha, for less formal township settlement purposes, in terms of Section 3 of the Less Formal Township Establishment Act,1991 (Act 113 of 1991), to allow the property be utilised as a Temporary Relocation Area, as indicated on the attached layout plan, subject to the conditions as set out below:-

2.1 Bollards must be placed along the road reserve boundary of all major roads (class 3 and above) to ensure that only the approved access points along these roads are used by vehicles and no direct erf vehicular access is allowed.

2.2 A second vehicular access point will be allowed but only for emergency vehicles. These access points need to be controlled by some form of locking mechanism to ensure that these secondary emergency access points are not abused.

2.3 Adequate site distance at the new intersection points needs to be maintained at all times. The developer needs to ensure that no structures are erected that will compromise the required site distance.

2.4 A public transport stop must be provided where one does not currently exist.

2.5 A final layout plan must be submitted to the City of Cape Town's Roads and Stormwater Department prior to implementation.

2.6 A main vehicular access off Qamba Street is acceptable at the extreme end of the site.

2.7 An emergency access only off Mew way must be 270m from the Qamba Street/Mew Way intersection.

2.8 Layout plans for the final township layout shall be approved by the Department of Environmental Affairs and Development Planning after consultation with the City of Cape Town. The aforementioned formal township layout shall be approved in accordance with current and future development framework for the site or any local or regional development frameworks that might exist prior to approval.

2.9 Erven resulting from the aforementioned approved layout shall be zoned in terms of the Mfuleni Zoning Scheme Regulations or other approved Zoning Scheme at the time applicable to the area.

2.10 Detailed drawings of all internal services and link services required by the City of Cape Town's Directorate Transport, Roads and Stormwater and Utility Services prepared by a registered Engineering Professional be submitted to the aforementioned departments for their prior approval.

2.11 The developer, at his cost, shall install the required internal services infrastructure and link services to the satisfaction of the City of Cape Town's Directorate Transport, Roads and Stormwater and Utility Services.

2.12 Servitudes shall be registered over water and sewer services (existing and proposed) which fall outside the road reserve, with a minimum width of 3,0m or 2x the depth whichever is the greatest.

2.13 The geometric design of the roads shall ensure that no local low points are created with regard to stormwater management. All stormwater to be routed to the nearest formalised municipal system.

2.14 The vertical alignment of the road design be adjusted in order for the roads to function as overland escape routes.

2.15 That a stormwater attenuation facility be provided by the developer, at his cost to the standards of the City of Cape Town's Department: Roads and Stormwater.

2.16 That the outlet of the stormwater detention pond shall discharge into the Eersriv Road collector as described in the Oostenberg Stormwater Master Plan.

2.17 That the quality of the stormwater shall be addressed and that a suitable debris trap be installed in the system upstream of the stormwater detention pond, to the standards of the City of Cape Town's Department: Roads and Stormwater.

2.18 That the developer obtains written approval of all affected owners where the route of a proposed service crosses private properties and that servitudes be registered on the said property in favour of Council for the account of the developer.

2.19 Standard conditions imposed by City of Cape Town's Director Solid Waste Management or as per agreement for the onsite refuse removal shall be complied with.

2.20 Buildings and the settlement shall comply with the By Law relating to Community Fire Safety to the satisfaction of the City of Cape Town's Directorate Safety and Security.

2.21 Eskom must at all times have unrestricted access to the abovementioned properties to enable maintenance to existing installations.

2.22 Should it be necessary to move or support any of the services, at least 3 months notice in writing is required and the cost will be for the account of the developer.

2.23 Eskom's rights on the property may not be affected.

2.24 No building, any structure or trees shall be erected under or close to existing Eskom overhead lines without prior consent from Eskom.

2.25 Provision of grey water disposal must be made to prevent the creation of any health nuisance condition at or around standpipes.

2.26 Refuse bins must be provided next to the taps (wash up area) for the disposal of food residuals in order to prevent such waste being conveyed to the floor drains or gulleys.

2.27 All structures must be provided with adequate and cross ventilation for clean air circulation.

2.28 That the City of Cape Town's Environmental Health Department be included in consultation with new inhabitants prior to the occupation of the houses to give suitable health education.

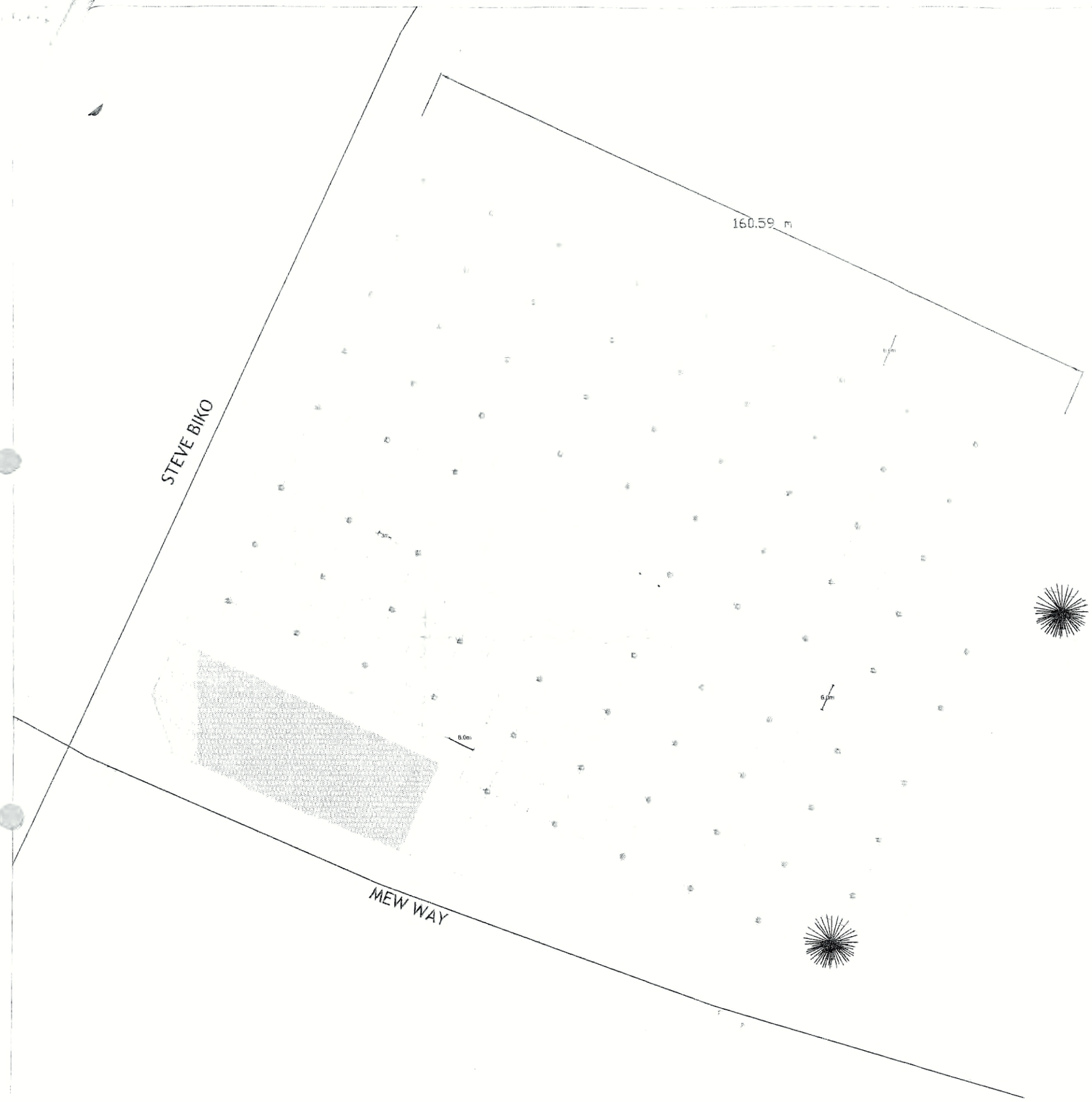
2.29 Compliance with conditions stipulated by and to the satisfaction of the City of Cape Town's Directorate Transport related to positioning of bollards, accesses being called main entrances and other emergency entrances, access distances from corners etc.

2.30 Subject further to any additional conditions the City of Cape Town might impose.

Yours faithfully

HEAD OF DEPARTMENT

ANNEXURE B



Notes:

1. This concept layout is not underpinned by Geo-technical nor Hydrological Studies
2. No Contour analysis was done
3. The above-mentioned will be forthcoming from the line departments requirements
4. This concept layout was prepared for submission to the Provincial Department of Housing as part of the EHP (Emergency Housing Programme).
5. Professionals would be appointed to undertake detailed studies or plans in future.

DESCRIPTION	%	SIZE	LEGEND
Size of portion		2.8209 ha	
Perimeter of portion		665.5 m	
Size of Plots		7 x 7 = 49m²	
Number of Plots		312	
Total plot sizes	54.2 %	15288 m²	
1 toilet per 4 plots		312/4 = 78	
Green Open Space	2.2 %	607.1 m²	
Perimeter		95.2 m	
Satellite Office/ Creche/ Clinic	5.0 %	1415.7 m²	
Perimeter		170.19 m	
Business Area (meat market, etc.)	5.2 %	1458.6 m²	
Perimeter		170.2 m	
Total Roads	33.4 %	9435.6 m²	
TOTAL:	100.0%	2.8209 ha	



THIS CITY WORKS FOR YOU

Annexure 7:
ENVIRONMENTAL ASSESSMENT PRACTITIONER

BRAAF
COMPLIANCE MONITORING

To: Bergstan SA
Date: 15 January 2026
References:

- Zoning Extract: Erf 38552, Khayelitsha (Community 1: Local Zoning)
- Consent Use Approval: Case No. 70450126, dated 15 July 2019
- DEADP Approval: Less Formal Township Designation, dated 26 March 2010

Confirmation of Land Use Status and Environmental Authorisation Requirements – Steve Biko IDA (Erf 38552, Khayelitsha)

Dear Sir/Madam,

We refer to your request for confirmation regarding the need for further environmental authorisation for the proposed Steve Biko IDA development on Erf 38552, Khayelitsha.

Having reviewed the relevant zoning, land use, and environmental context, we confirm that **no further environmental authorisation is required** under the current regulatory framework. The following points substantiate this position:

1. **Existing Land Use Approvals:**
    - The property is lawfully zoned **Community 1: Local (CO1)**, which permits a range of community-oriented uses, including institutional and infrastructure developments.
    - A **Consent Use Approval** (Case No. 70450126) was granted on 15 July 2019 for the erection of a **Freestanding Base Telecommunication Station**, comprising a 25m monopole, 12 sector antennas, 4 equipment containers, and a 2.4m palisade fence. This approval confirms the site's suitability for infrastructure of this nature and remains valid, provided it has been exercised within the stipulated timeframe.

1. **Site Transformation and Urban Context:**
    - The site is located within the urban edge and has been substantially transformed through previous clearing, dumping, informal structures, and the legally approved telecommunication base station.
    - The area is not identified within the City's BioNet or any other critical biodiversity corridor, and no sensitive ecosystems or wetlands are present on-site.

3. **Non-Triggering of Listed Activities:**

- Given the site's urban, transformed character and existing community zoning, the proposed development does not trigger any listed activities under the 2014 EIA Regulations, as amended (including LN1, LN2, and LN3).
- The DEADP Approval (2010) designated a portion of the erf for less formal settlement, further supporting the site's established development trajectory within a managed planning framework.

4. **Compliance Pathway:**

All future development must comply with the City of Cape Town Municipal Planning By-law (2015) and the conditions of the existing Consent Use Approval, including:

- Adherence to approved building plans and engineering designs.
- Any material change to the approved scope or layout may require further planning consent but does not necessitate additional environmental authorisation under current EIA regulations.

4. **Conclusion:**

In light of the above, the Steve Biko IDA project may proceed without the need for further environmental authorisation. The site's legal zoning, existing approvals, transformed state, and urban location collectively confirm that the proposed development aligns with the prevailing regulatory and environmental context.

Should you require any further clarification or support regarding land use or compliance matters, please do not hesitate to contact us.

Yours faithfully,
Olivia Braaf
Braaf Compliance Monitoring

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

SPATIAL PLANNING
AND ENVIRONMENT

Vusumzi Mtakati
Senior Professional Officer

Case ID: 1500142344

26 November 2025

To whom it may concern

ZONING SCHEME EXTRACT
City of Cape Town Municipal Planning By-Law, 2015

On the date reflected above, Council's records indicated the property listed below to be zoned for the following purposes:

Property description	Erf 38552-RE, Khayelitsha
Physical address	155 Steve Biko Road, Harare
Base Zoning	Community 1: Local
Subzoning	n/a
Overlay zoning (if applicable)	n/a
Primary land uses permitted	See attached extract of the Development Management Scheme, 2015 (as amended 2025) for CO1 zoned properties
Other previously approved use rights (if any)	Refer to the DEADP approval dated 26 March 2010 and Consent Use Approval Case number: 70450126 dated 15 July 2019.
Road widening / new road schemes (if any)	Subject to confirmation with applicable roads authority

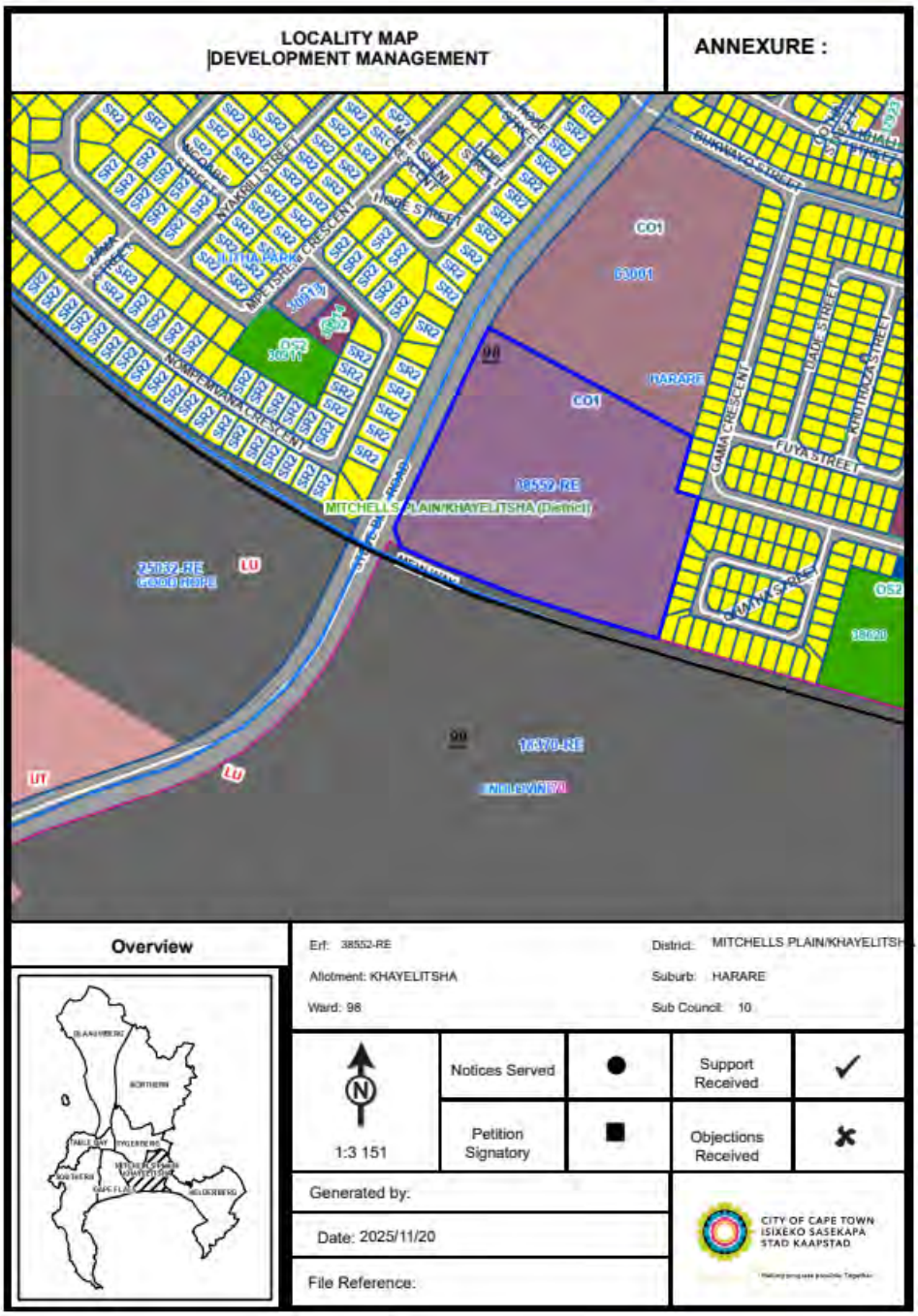
In this regard, kindly note the following:

- The above zoning is subject to various development parameters and land use restrictions which are contained in the Development Management Scheme, a copy of which is either attached or available on request at your nearest district planning office.
- This document is provided for information purposes only.
- It is further noted that the above information doesn't necessarily include reference to all previous land use approvals, restrictions, exclusions, departures or may not reflect lapsing of approvals. The reader is advised to also check the records of any other previous approvals, consents, exclusions, departures granted from the previous zoning scheme regulations or current development management scheme or whether an approval not exercised has lapsed as well as the title deed for other restrictions that might impact on the development of the property.
- Use of the property in accordance with the above specified zoning does not exempt the owner/occupier from compliance with any other legal or statutory requirement affecting the property.

Yours faithfully

For **DIRECTOR: DEVELOPMENT MANAGEMENT**

Stocks and Stocks Complex,
Ntlazane Road Ilitha Park, Khayelitsha, 7784



Stocks and Stocks Complex,
Ntlazane Road Ilitha Park, Khayelitsha, 7784

CHAPTER 7: COMMUNITY ZONINGS

(items 46-49A)

[Heading substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

Community zonings are intended for social uses directed at community needs, such as educational, religious, welfare or health services. Community buildings are important social and urban design focal points, and prominent architectural forms should be encouraged. There are two community zonings, with CO1 serving predominantly local community needs, and CO2, which caters for a wider community and potentially a greater intensity of development.

Part 1: Community Zoning 1: Local (CO1)

(items 46-47A)

The CO1 zoning provides for local educational, worship and health needs as primary uses, but allowance is also made for the City to approve other community needs which may have a greater impact.

46 Use of the property

The following use restrictions apply to property in this zoning—

(a) Primary uses are place of instruction, place of worship, clinic, rooftop base telecommunication station, filming, minor freestanding base telecommunication station, minor rooftop base telecommunication station, electric vehicle charging stations, micro wind turbine, structure-mounted energy system and open space.

[Para. (a) substituted by s. 46 of City of Cape Town: Municipal Planning Amendment By-law, 2019 (wef 3 February 2020)]
[Para. (a) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(aA) Additional use rights are small-scale wind turbine subject to the development rules in item 25E.

[Para. (aA) inserted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(b) Consent uses are institution, hospital, place of assembly, cemetery, freestanding base telecommunication station, veterinary practice, shop, informal trading, ground-mounted energy system and urban agriculture.

[Para. (b) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]
[Item 46 substituted by s. 38 of City of Cape Town: Municipal Planning Amendment By-law, 2016 (wef 1 July 2016)]

Stocks and Stocks Complex,
Ntlazane Road Ilitha Park, Khayelitsha, 7784

47 Development rules

The following development rules apply—

(a) Floor factor
The floor factor on a land unit shall not exceed 0,8.

(b) Coverage
The coverage for all buildings on a land unit shall not exceed 80%.

[Para. (b) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(c) Height

(i) The maximum height of a building, measured from existing ground level to the top of the roof, is 12 m, provided that there is no height limit for a bell tower, steeple, minaret or similar architectural feature designed to accentuate the significance of a building.

[Sub-para. (i) substituted by s. 47 of City of Cape Town: Municipal Planning Amendment By-law, 2019 (wef 3 February 2020)]

(ii) Earth banks and retaining structures are subject to item 126.

(d) Street boundary building line
The street boundary building line is 3 m, subject to the general building line encroachments in item 121.

[Para. (d) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(e) Common boundary building line
Common boundary building lines are 3 m, subject to the general building line encroachments in item 121.

[Para. (e) substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

(f) Parking and access
Parking and access shall be provided on the land unit in accordance with Chapter 15.

(g) Loading
Loading bays shall be provided on the land unit in accordance with item 144.

(h) Screening
The City may require screening in accordance with item 125.

(i) Noise mitigation
The City may require the owner to implement noise mitigation measures if excessive noise is created or likely to be created.

47A Informal trading

Informal trading is permitted only on a site demarcated in terms of the City's by-law on informal trading.

[Item 47A inserted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

Verwysing
Reference
Isalathiso E17/2/2/7/BK2/ERF 38552

Navrae
Enquiries
Imibuzo S Abrahams

Datum
Date
Umhla 26 MAR 2010

Departement van Omgewingsake en Ontwikkelingsbeplanning
Department of Environmental Affairs and Development Planning
ISebe leMicimbi yeNdalo esiNgqongileyo noCwangciso loPhuhliso

The Director: Planning & Building Development Management
City Of Cape Town
P. O. Box X93
BELLVILLE
7535

Sir

CITY OF CAPE TOWN: DESIGNATION OF A PORTION OF ERF 38552, KHAYELITSHA FOR LESS FORMAL SETTLEMENT IN TERMS OF CHAPTER I OF THE LESS FORMAL TOWNSHIP ESTABLISHMENT ACT, 1991 (ACT 113 OF 1991)

1. Your letter dated 1 December 2009 refers.

2. The Minister of Housing, Minister B S Madikizela has designated a portion (±2,8ha) of Erf 38552, Khayelitsha, for less formal township settlement purposes, in terms of Section 3 of the Less Formal Township Establishment Act,1991 (Act 113 of 1991), to allow the property be utilised as a Temporary Relocation Area, as indicated on the attached layout plan, subject to the conditions as set out below:-

2.1 Bollards must be placed along the road reserve boundary of all major roads (class 3 and above) to ensure that only the approved access points along these roads are used by vehicles and no direct erf vehicular access is allowed.

2.2 A second vehicular access point will be allowed but only for emergency vehicles. These access points need to be controlled by some form of locking mechanism to ensure that these secondary emergency access points are not abused.

2.3 Adequate site distance at the new intersection points needs to be maintained at all times. The developer needs to ensure that no structures are erected that will compromise the required site distance.

2.4 A public transport stop must be provided where one does not currently exist.

2.5 A final layout plan must be submitted to the City of Cape Town's Roads and Stormwater Department prior to implementation.

2.6 A main vehicular access off Qamba Street is acceptable at the extreme end of the site.

2.7 An emergency access only off Mew way must be 270m from the Qamba Street/Mew Way intersection.

2.8 Layout plans for the final township layout shall be approved by the Department of Environmental Affairs and Development Planning after consultation with the City of Cape Town. The aforementioned formal township layout shall be approved in accordance with current and future development framework for the site or any local or regional development frameworks that might exist prior to approval.

2.9 Erven resulting from the aforementioned approved layout shall be zoned in terms of the Mfuleni Zoning Scheme Regulations or other approved Zoning Scheme at the time applicable to the area.

2.10 Detailed drawings of all internal services and link services required by the City of Cape Town's Directorate Transport, Roads and Stormwater and Utility Services prepared by a registered Engineering Professional be submitted to the aforementioned departments for their prior approval.

2.11 The developer, at his cost, shall install the required internal services infrastructure and link services to the satisfaction of the City of Cape Town's Directorate Transport, Roads and Stormwater and Utility Services.

2.12 Servitudes shall be registered over water and sewer services (existing and proposed) which fall outside the road reserve, with a minimum width of 3,0m or 2x the depth whichever is the greatest.

2.13 The geometric design of the roads shall ensure that no local low points are created with regard to stormwater management. All stormwater to be routed to the nearest formalised municipal system.

2.14 The vertical alignment of the road design be adjusted in order for the roads to function as overland escape routes.

2.15 That a stormwater attenuation facility be provided by the developer, at his cost to the standards of the City of Cape Town's Department: Roads and Stormwater.

2.16 That the outlet of the stormwater detention pond shall discharge into the Eersriv Road collector as described in the Oostenberg Stormwater Master Plan.

2.17 That the quality of the stormwater shall be addressed and that a suitable debris trap be installed in the system upstream of the stormwater detention pond, to the standards of the City of Cape Town's Department: Roads and Stormwater.

2.18 That the developer obtains written approval of all affected owners where the route of a proposed service crosses private properties and that servitudes be registered on the said property in favour of Council for the account of the developer.

2.19 Standard conditions imposed by City of Cape Town's Director Solid Waste Management or as per agreement for the onsite refuse removal shall be complied with.

2.20 Buildings and the settlement shall comply with the By Law relating to Community Fire Safety to the satisfaction of the City of Cape Town's Directorate Safety and Security.

2.21 Eskom must at all times have unrestricted access to the abovementioned properties to enable maintenance to existing installations.

2.22 Should it be necessary to move or support any of the services, at least 3 months notice in writing is required and the cost will be for the account of the developer.

2.23 Eskom's rights on the property may not be affected.

2.24 No building, any structure or trees shall be erected under or close to existing Eskom overhead lines without prior consent from Eskom.

2.25 Provision of grey water disposal must be made to prevent the creation of any health nuisance condition at or around standpipes.

2.26 Refuse bins must be provided next to the taps (wash up area) for the disposal of food residuals in order to prevent such waste being conveyed to the floor drains or gulleys.

2.27 All structures must be provided with adequate and cross ventilation for clean air circulation.

2.28 That the City of Cape Town's Environmental Health Department be included in consultation with new inhabitants prior to the occupation of the houses to give suitable health education.

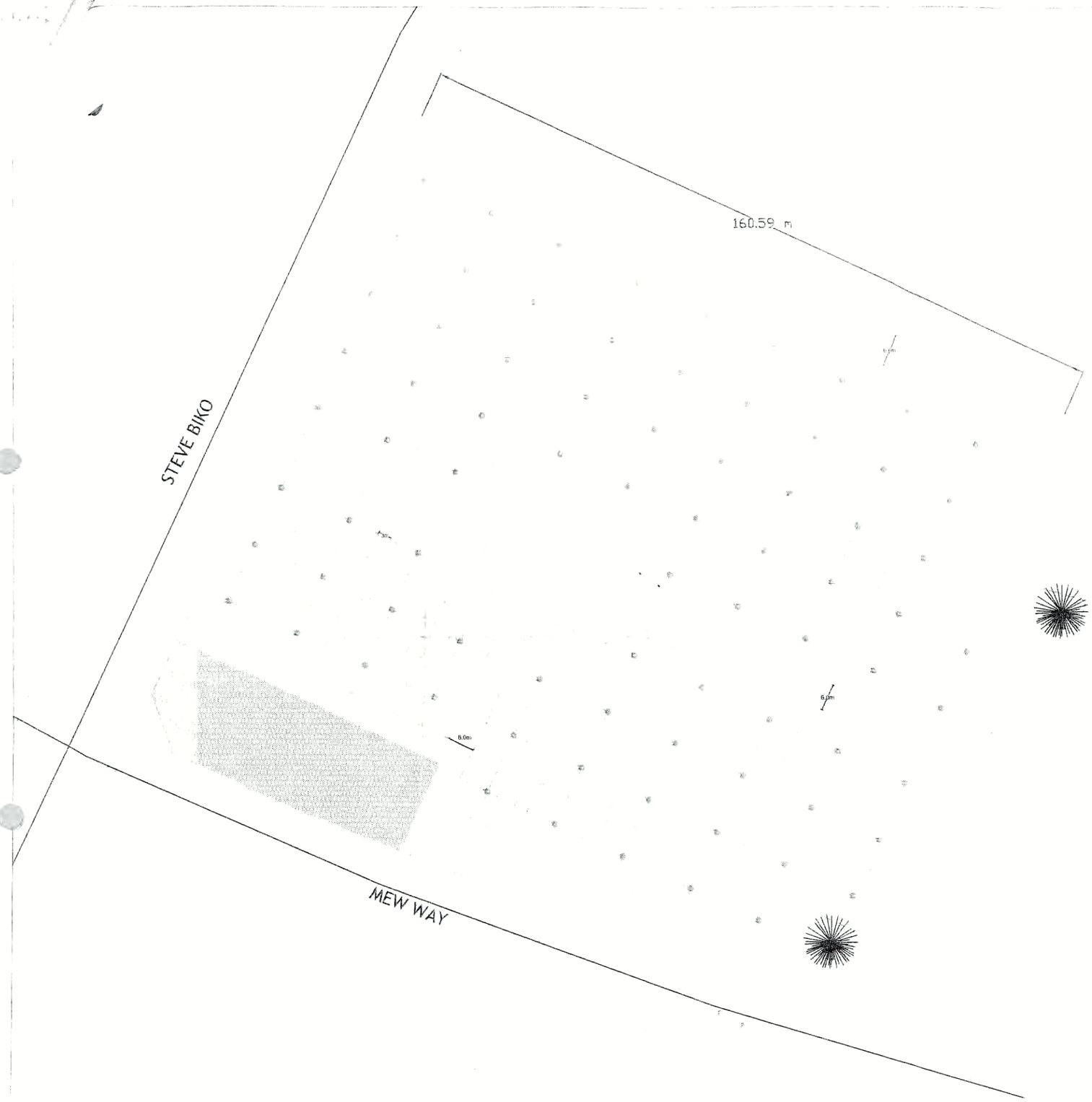
2.29 Compliance with conditions stipulated by and to the satisfaction of the City of Cape Town's Directorate Transport related to positioning of bollards, accesses being called main entrances and other emergency entrances, access distances from corners etc.

2.30 Subject further to any additional conditions the City of Cape Town might impose.

Yours faithfully

HEAD OF DEPARTMENT

ANNEXURE B



Notes:

1. This concept layout is not underpinned by Geo-technical nor Hydrological Studies
2. No Contour analysis was done
3. The above-mentioned will be forthcoming from the line departments requirements
4. This concept layout was prepared for submission to the Provincial Department of Housing as part of the EHP (Emergency Housing Programme).
5. Professionals would be appointed to undertake detailed studies or plans in future.

DESCRIPTION	%	SIZE	LEGEND
Size of portion		2.8209 ha	
Perimeter of portion		665.5 m	
Size of Plots		7 x 7 = 49m²	
Number of Plots		312	
Total plot sizes	54.2 %	15288 m²	
1 toilet per 4 plots		312/4 = 78	
Green Open Space	2.2 %	607.1 m²	
Perimeter		95.2 m	
Satellite Office/ Creche/ Clinic	5.0 %	1415.7 m²	
Perimeter		170.19 m	
Business Area (meat market, etc.)	5.2 %	1458.6 m²	
Perimeter		170.2 m	
Total Roads	33.4 %	9435.6 m²	
TOTAL:	100.0%	2.8209 ha	



THIS CITY WORKS FOR YOU

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

DEVELOPMENT MANAGEMENT

ASAVELA GINGCANA
ASSISTANT PROFESSIONAL OFFICER

BLUM017

15 JULY 2019

WARREN PETTERSON TRADING
P.O Box 152
Century City
7446

Dear Sir / Madam

APPLICATION FOR ACONSENT USE ITO SECTION 42(I) OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BY,LAW,2015,ERF 38552, 155 STEVE BIKO ROAD, HARARE, KHAYELITSHA

This letter is addressed to the applicant or to an objector in the case where there has been an objection to the above application.

The application with reference in the above regard, accepted on 02 APRIL 2019, refers.

The authorised official on 11/07/2019 resolved the following:

1. The application for consent use in terms of section 42(i) of the City of Cape Town, Municipal Planning By-Law, 2015, in order to permit the erection of a freestanding cellular communication base station comprising of the following:
   - A 25m Monopole type mast,
   - 12 x sector antennas attached to the mast,
   - 4 x Equipment containers, and
   - A 2.4m high palisade fence

on a portion of Remainder Erf 38552, Khayelitsha, **be approved** in terms of Section 98(b)(iii) of the City of Cape Town Municipal Planning By-Law, 2015 subject to the conditions as set out in the attached **Annexure A and Annexure B** for noting requirements.

Kindly note, this consent use approval will lapse if not exercised within 5 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), unless it complies with section 47(1) [see footnote] of the MPBL.

Kindly note, this approval will lapse if not exercised within 2 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), in terms of section 38(1) [see footnote] of the MPBL.

Kindly also note where applicable, the above approval does not guarantee approval of any related building plan application in terms of the National Building Regulations and Building Standards Act, No 103 of 1977 and that building work may therefore only commence once such plans are formally passed.

Should the reasons for the above decision not be contained in this notification you are advised in terms of section 104(2)(c) of the MPBL and section 5 of the Promotion of Administrative Justice Act, No 3 of 2000 that you are entitled to request in writing reasons for the above decision.

In terms of section 108(1) of the City of Cape Town Municipal Planning By-Law, 2015, you may appeal to the Appeal Authority against the above decision by giving written notice of such appeal and the grounds of appeal.

An appeal, including the written notice and the grounds of appeal (and not only the intention to appeal), must be lodged with the City Manager, c/o the Khayelitsha/Mitchells Plain District Manager, at the following email address: appeals.khayemitch@capetown.gov.za within **21 days of the date of notification of the decision**. If the appeal cannot be lodged by email it may be hand delivered to the Khayelitsha/Mitchells Plain District Secretary, Stocks & Stocks complex, Ntlazane Road, Khayelitsha **within 21 days of the date of notification of the decision.** See definition of notification date in footnote below to determine the closing date for submission. If this letter has been sent to you by registered mail, then it is your responsibility to establish the date stamped upon the receipt for registration issued by the post office when accepting this notice from the City of Cape Town. You will need to contact the post office and use the tracker number on the envelope for this purpose.

Failure to comply with the above requirements and provisions within section 108 of the MPBL will result in the appeal being ruled invalid.

Kindly note that the operation of the approval of this application is suspended until such time as the City gives notice that no appeal has been lodged and the decision is effective or the date that the appeal is decided by the appeal authority.

If an appeal is lodged against a condition of approval the City may determine that the operation of the approval of the application is not suspended.

Yours faithfully



Asavela Gingcana
for **DIRECTOR : DEVELOPMENT MANAGEMENT**

Notes and extracts from sections of the City of Cape Town Municipal Planning By-Law, 2015

38 General lapsing provision

(1) Unless otherwise specified in this By-Law, an approval granted or deemed to have been granted in terms of this By-Law to use or develop land lapses two years after the effective date of decision
(a) where the land is not used in accordance with the approval; or
(b) where an improvement of land is required in order to use the land in accordance with the approval, lawful commencement of construction has not occurred.

47 Lapsing of rezoning, consent use or departure

(1) A rezoning, other than a rezoning to a subdivisional area zoning, consent use or permanent departure approved or deemed to have been approved in terms of this By-Law lapses five years after the effective date of the decision –
(a) where the land is not used in accordance with the approval; or
(b) where an improvement of land is required in order to use the land in accordance with the approval, lawful commencement of construction has not occurred.

105 Effective date of decision

(2) The effective date of a decision in terms of this By-Law is –
(a) the date that the City gives notice that no appeal has been timeously lodged and that the decision is accordingly effective; or
(b) subject to subsection (3), if an appeal is timeously lodged, the date that the appeal is decided by the appeal authority.

(3) If an appeal is lodged only against a condition imposed in terms of section 100, the City may determine that the operation of the approval of the application is not suspended

STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA

Method and date of notification

The date of notification is determined as follows:
if the notification is provided –

(a) orally, it is the date of oral communication;
(b) by hand ,it is the date of delivery or collection;
(c) by registered post, it is regarded as the fourth day after the date stamped upon the receipt for registration issued by the post office which accepted the notice; or
(d) by email or fax, it is the date that the email or fax is sent,

ANNEXURE A

In this annexure:

"City" means the City of Cape Town
"The owner" means the registered owner of the property
"The property" means **Erf 38552, 155 STEVE BIKO ROAD, HARARE, KHAYELITSHA**
"Bylaw" & "Development Management Scheme" has the meaning assigned thereto by the City of Cape Town Municipal Planning Bylaw, 2015 "Item" refers to the relevant section in the Development Management Scheme

Council's Consent is linked to the plans Drawing No: B01-B12/12 sheet 1 TO 12, all dated 14/09/2019

CASE ID: 70450126

1 CONSENT USE GRANTED IN TERMS OF SECTION 98 OF THE BY-LAW

1.1 Consent for Freestanding Base Telecommunication Station on a portion of the property.

2. CONDITIONS TO BE IMPOSED IN TERMS OF SECTION 100 OF THE BY-LAW AS PART OF THE CONSENT APPROVAL

3. DEVELOPMENT MANAGEMENT

3.1 That building plans submitted in respect of the above development shall be in accordance with Drawing No: B01-B12/12 sheet 1 TO 12, all dated 14/09/2019.

DEVELOPMENT MANAGEMENT & SOCIAL SERVICES

3.2 That access to the telecommunication infrastructure and associated equipment must be strictly controlled at all times by means of a fence or wall with a locked door or gate and adequate warning signs in the three official languages must be displayed on the access door or gate.

3.3 That the combined / weighted radiofrequency (RF) exposure emanating from the telecommunication infrastructure to humans may not exceed the public exposure guidelines as set by the International Commission on Non-ionizing Radiation Protection (ICNIRP). The Director Social Services will ensure that regular measurements are taken to ensure that the cell base station and related infrastructure meet the ICNIRP public exposure guidelines. Such measures are to be at the cost of the applicant and made available to the Director Social Services.

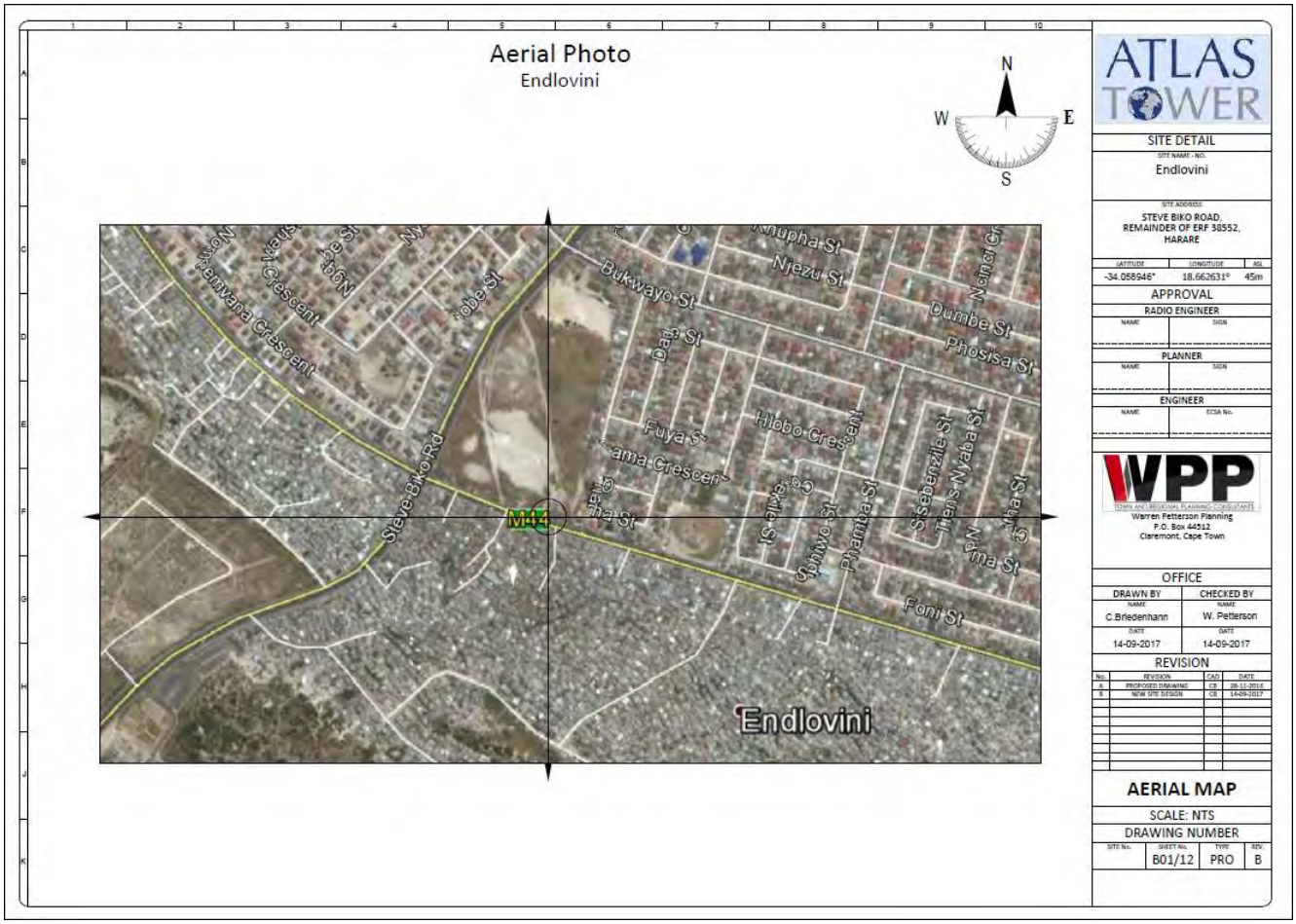
3.4 That the service provider / operator / lessee shall within 30 days after the telecommunication infrastructure has been erected and is operational submit to the Director Social Services, written proof that the radiofrequency (RF) electromagnetic energy (EME) levels of the telecommunication infrastructure are lower than the ICNIRP guidelines. All measurements to be submitted as evidential proof must be done by an independent certified person or body.

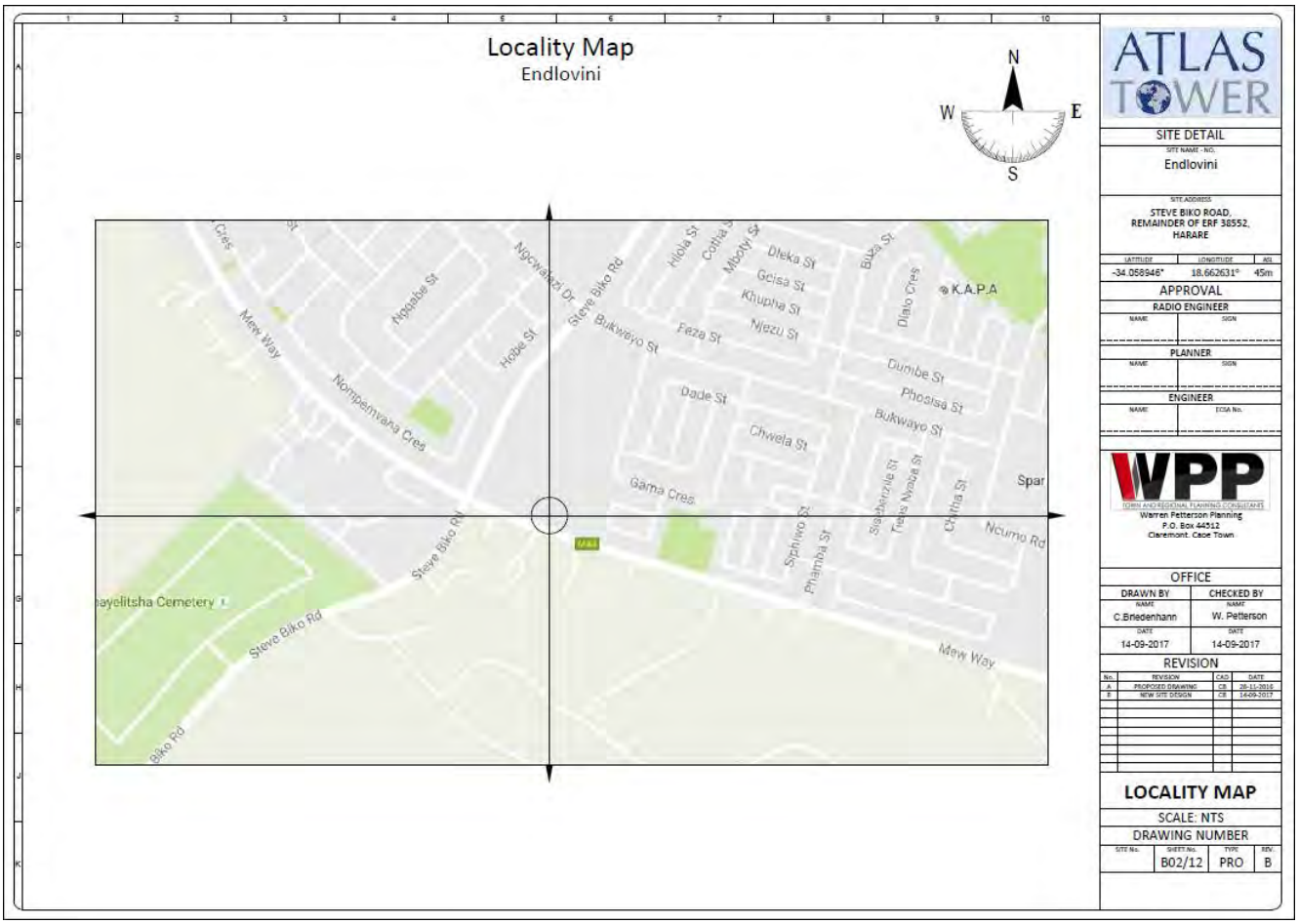
3.5 That the service provider / operator / lessee shall on the request of and within the time set by the Director Social Services, submit proof that the radiofrequency (RF) electromagnetic energy (EME) levels of the telecommunication infrastructure are lower than the ICNIRP guidelines in case a complaint has been received or when the Director Social Services, reasonably suspects that the RF EME emissions might be above the ICNIRP guidelines. All measurements to be submitted as evidential proof must be done by an independent certified person / body.

3.6 That the service provider / operator / lessee are responsible for ongoing maintenance of the entire installation as well as all costs with respect to such maintenance or future decommissioning of the telecommunication infrastructure.

3.7 That the service provider / operator / lessee shall remove all decommissioned infrastructure, and where the site has been disturbed, shall rehabilitate the site to its original state or a state acceptable to the Director Development Management or his/her delegatee.

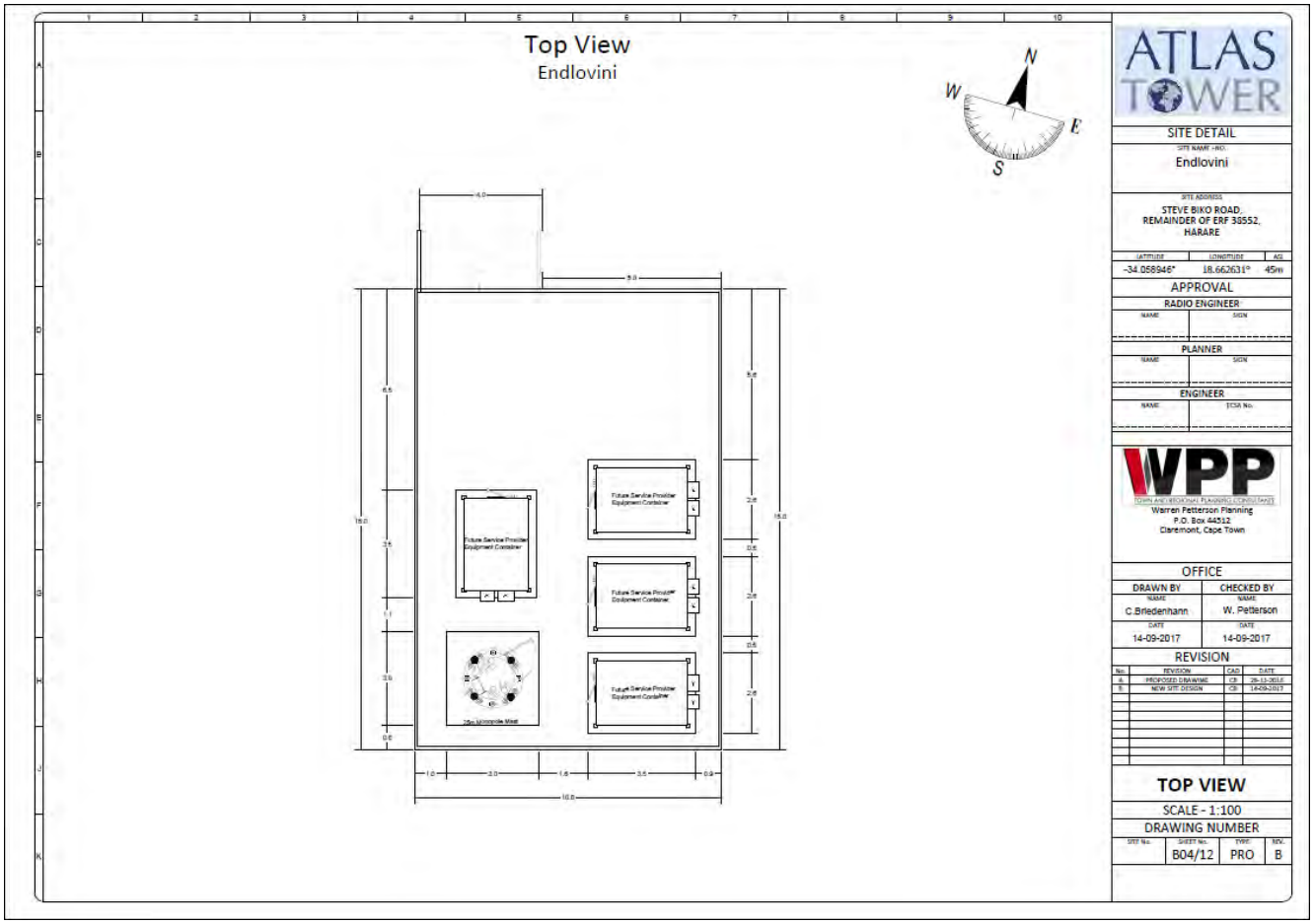
ANNEXURE B

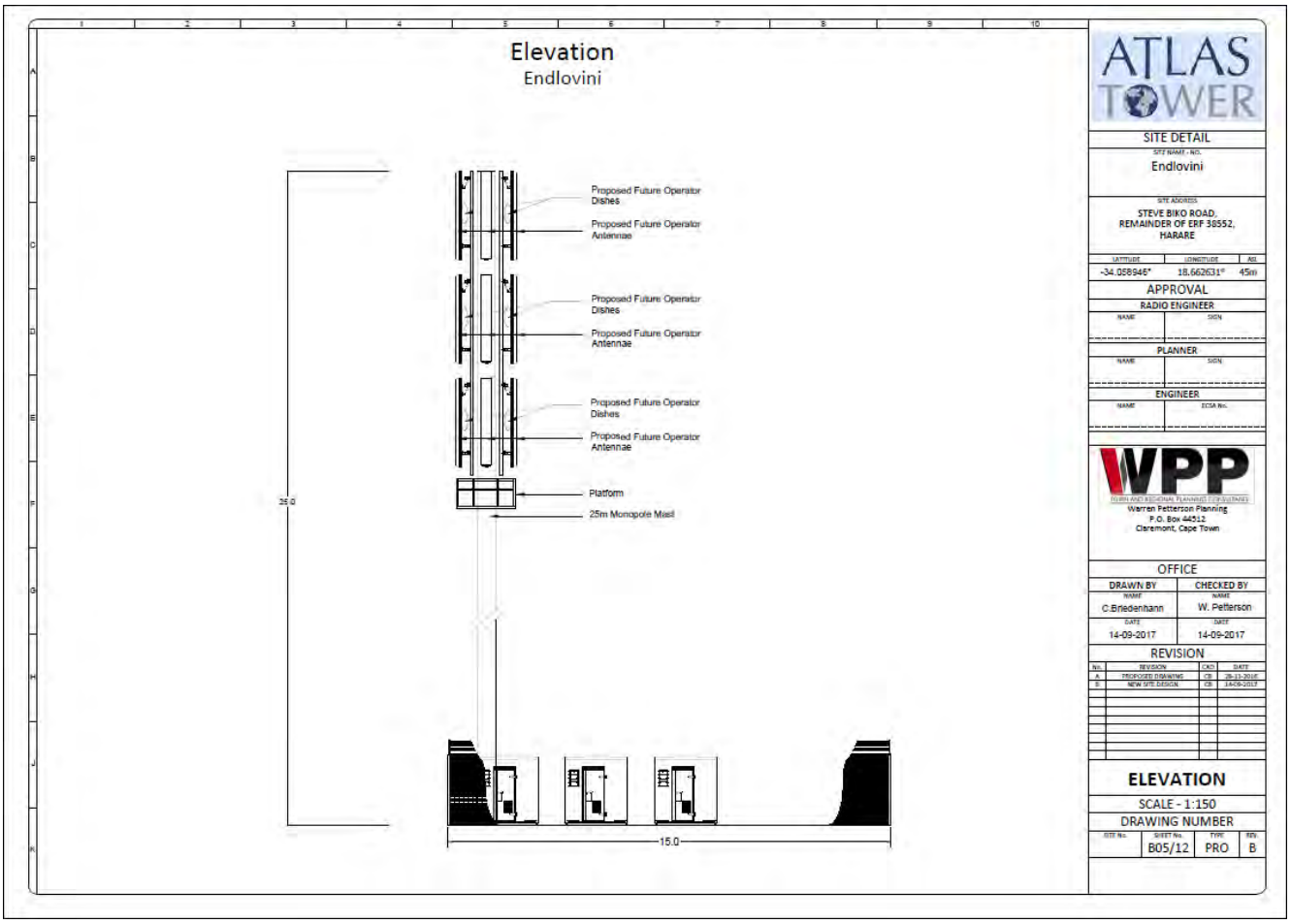

Aerial Photo
Endlovini
N
W
E
S
Steve Biko Rd
Bukwayo St
Njezu St
Dumbe St
Phosisa St
Hlobo Crescent
Fuya St
Foni St
Endlovini
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.058946°
18.662631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
VPP
Warren Fetterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
C.Briedenhann
14-09-2017
CHECKED BY
W. Petterson
14-09-2017
REVISION
A PROPOSED DRAWING CB 28-11-2016
B NEW SITE DESIGN CB 14-09-2017
AERIAL MAP
SCALE: NTS
DRAWING NUMBER
B01/12
PRO
B



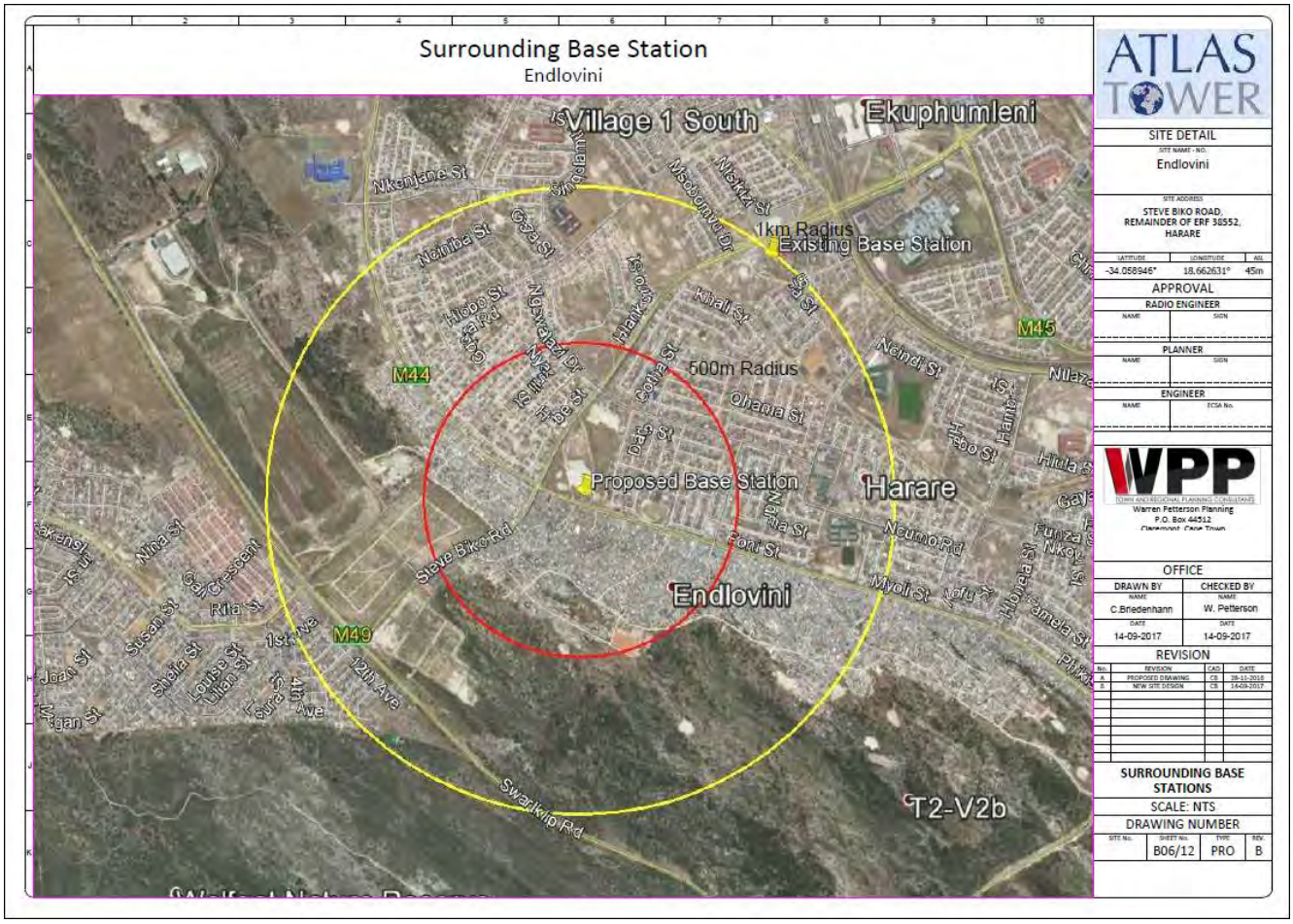
STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA


Site Plan
Endlovini
N
W
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S
STEVE BIKO ROAD
ERF BOUNDARY
RE/38552
3m Building Line
160.32m
10.85m
144.07m
74.71m
25.25m
60.85m
60.62m
43.3m
EXISTING LAMPPOLES
EXISTING BUILDINGS
PROPOSED CELLULAR BASE STATION
ATLAS TOWER
SITE DETAIL
SITE NAME - NO.
Endlovini
SITE ADDRESS
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
LATITUDE
LONGITUDE
ASL
-34.058946°
18.662631°
45m
APPROVAL
RADIO ENGINEER
NAME
SIGN
PLANNER
NAME
SIGN
ENGINEER
NAME
ECSA No.
WPP
URBAN AND REGIONAL PLANNING CONSULTANTS
Warren Petterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
CHECKED BY
NAME
C.Briedenhann
NAME
W. Petterson
DATE
14-09-2017
DATE
14-09-2017
REVISION
No.
REVISION
CAD
DATE
A
PROPOSED DRAWING
CB
28-11-2016
B
NEW SITE DESIGN
CB
14-09-2017
SITE PLAN
SCALE - 1 : 1 500
DRAWING NUMBER
SITE No.
SHEET No.
TYPE
REV.
B03/12
PRO
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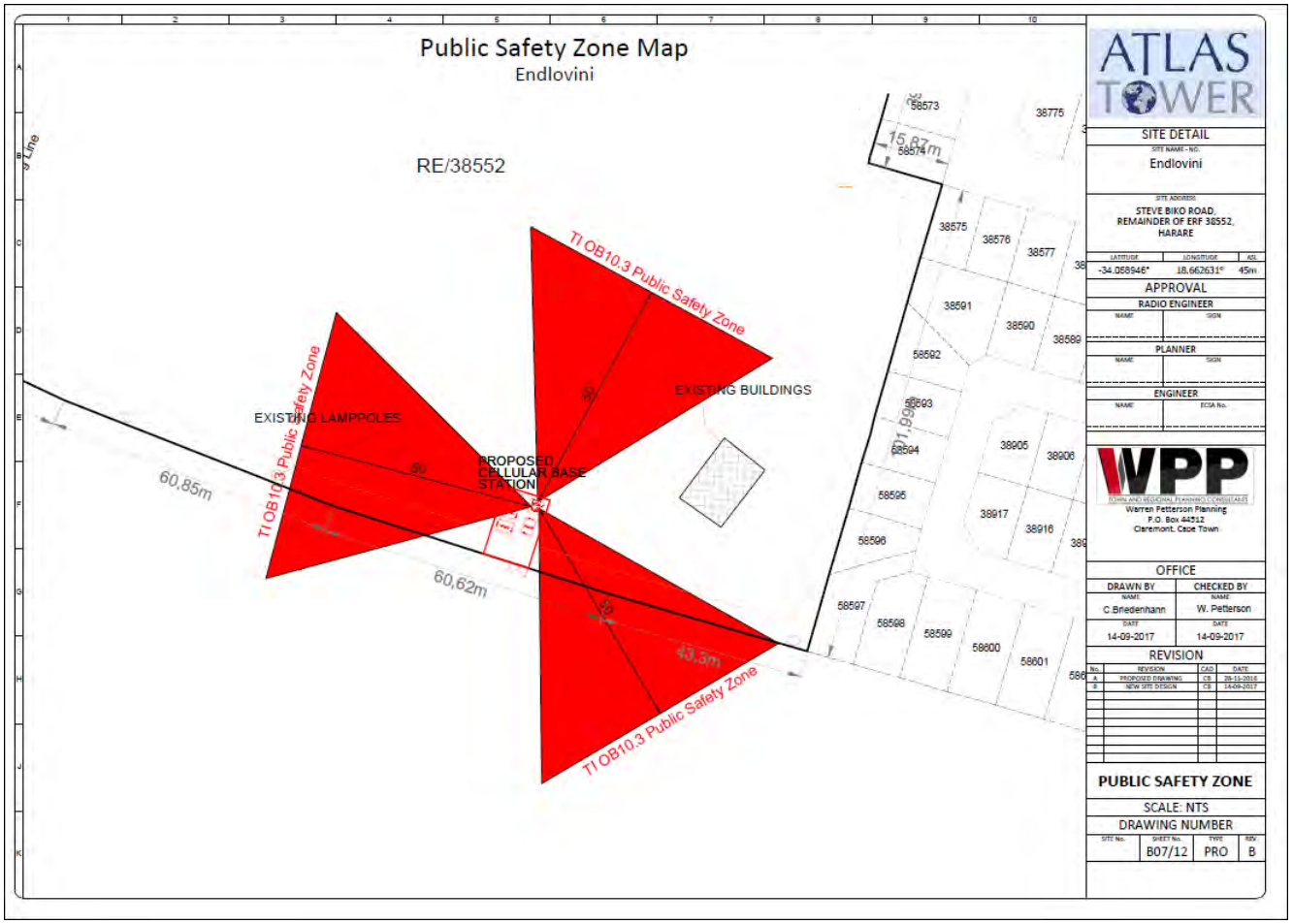

Top View
Endlovini
N
W
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S
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.058946°
18.662631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
VPP
Warren Petterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
C.Briedenhann
14-09-2017
CHECKED BY
W. Petterson
14-09-2017
REVISION
PROPOSED DRAWING
NEW SITE DESIGN
TOP VIEW
SCALE - 1:100
DRAWING NUMBER
B04/12
PRO
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STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA

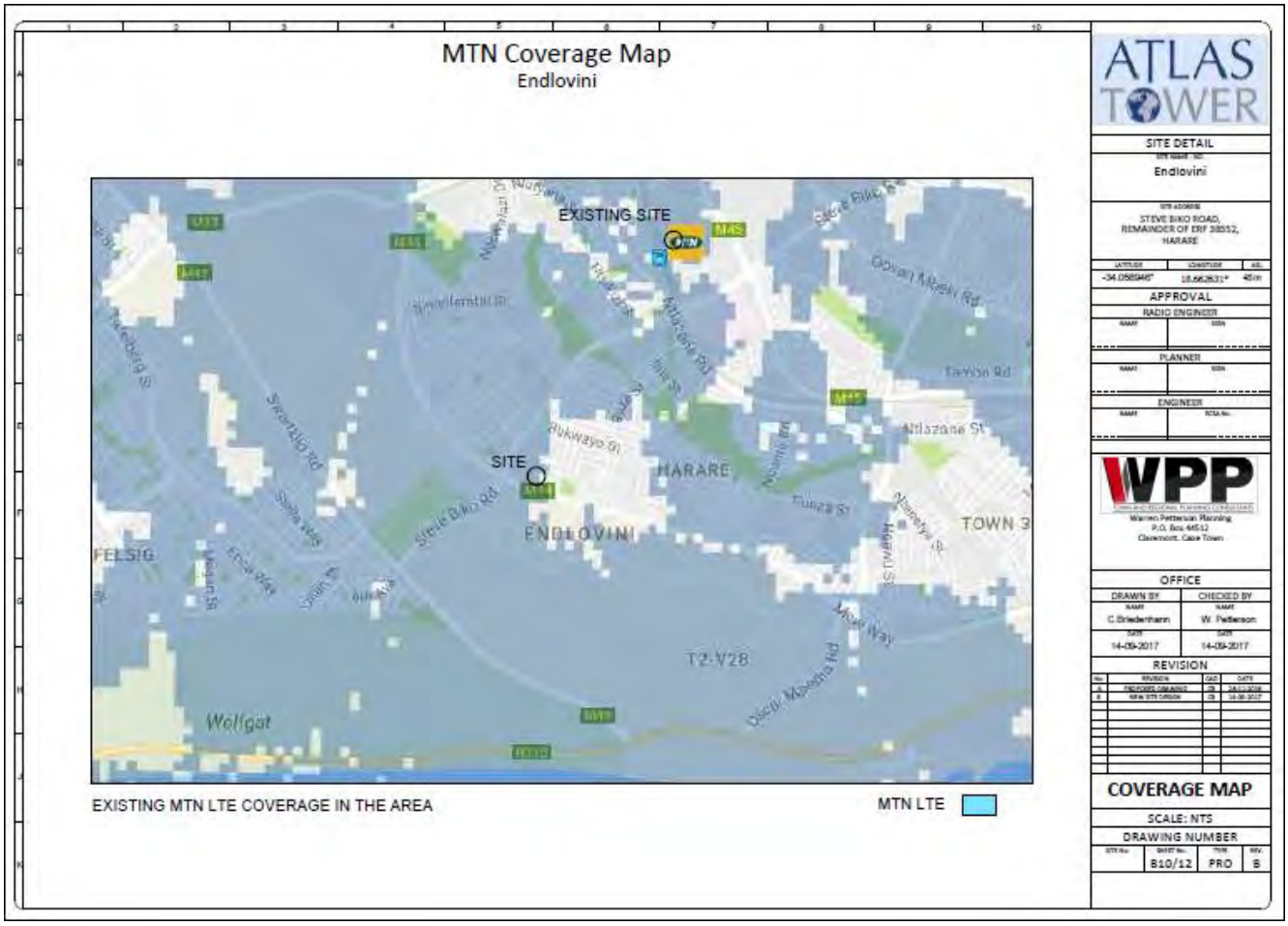


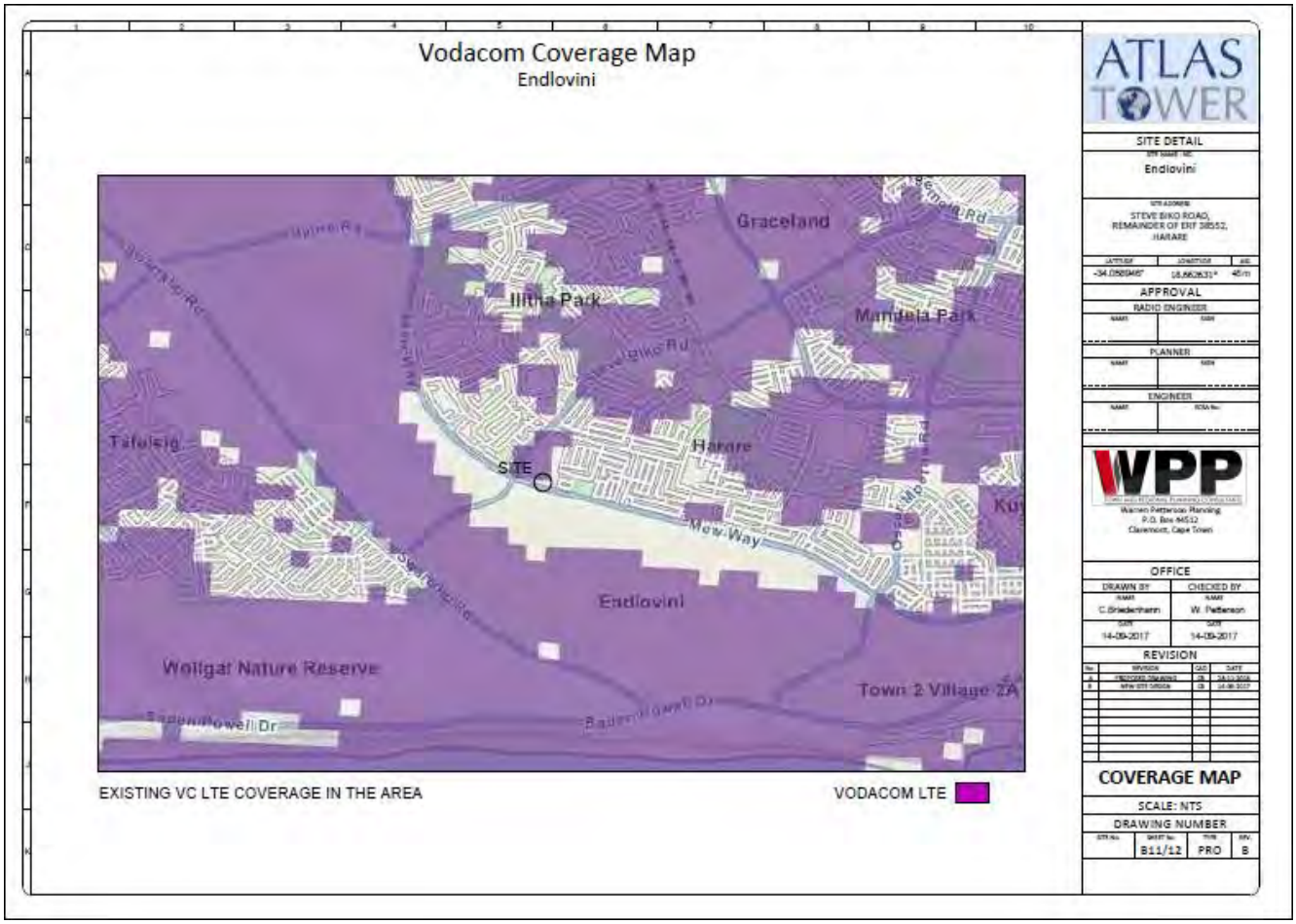
STOCKS AND STOCKS COMPLEX,
NTLAZANE ROAD ILITHA PARK, KHAYELITSHA

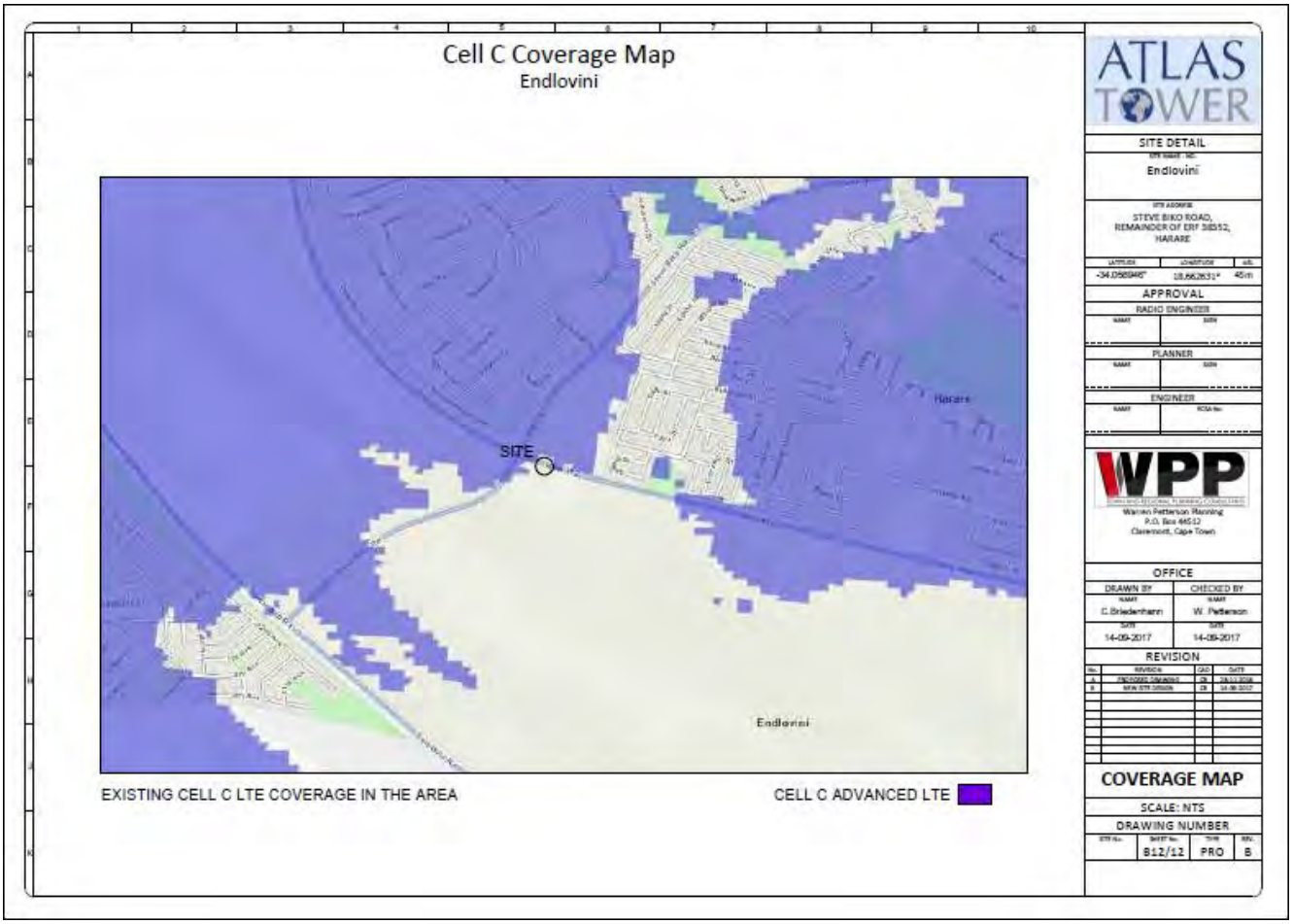

Public Safety Zone Map
Endlovini
RE/38552
TI OB10.3 Public Safety Zone
EXISTING BUILDINGS
EXISTING LAMPPOLES
PROPOSED CELLULAR BASE STATION
TI OB10.3 Public Safety Zone
60,85m
60,62m
43,3m
15,87m
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD, REMAINDER OF ERF 38552, HARARE
-34.058946°
18.662631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
WPP
Warren Petterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
C Bredenhann
CHECKED BY
W. Petterson
14-09-2017
14-09-2017
REVISION
PUBLIC SAFETY ZONE
SCALE: NTS
DRAWING NUMBER
B07/12
PRO
B


Superimpositions
Endlovini
PROPOSED BASE STATION
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.058946°
18.662631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
WPP
Warren Petterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
C.Briedenhann
14-09-2017
CHECKED BY
W. Petterson
14-09-2017
REVISION
SUPERIMPOSITIONS
SCALE: NTS
DRAWING NUMBER
B08/12
PRO
B


Surrounding Base Station
Endlovini
PROPOSED BASE STATION
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.058046°
18.662631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
WPP
Warren Petterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
C.Briedenhann
14-09-2017
CHECKED BY
W. Petterson
14-09-2017
REVISION
SURROUNDING BASE STATIONS
SCALE: NTS
DRAWING NUMBER
B09/12
PRO
B


MTN Coverage Map
Endlovini
EXISTING SITE
SITE
HARARE
ENDLOVINI
FELSIG
TOWN 3
T2-V28
Wolfgat
EXISTING MTN LTE COVERAGE IN THE AREA
MTN LTE
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
-34.0585945°
18.6628631°
45m
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
WPP
Warren Petterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
C.Briedenhann
14-09-2017
CHECKED BY
W. Petterson
14-09-2017
REVISION
COVERAGE MAP
SCALE: NTS
DRAWING NUMBER
810/12
PRO
B


Vodacom Coverage Map
Endlovini
Graceland
Ilitha Park
Mandela Park
Tafuleig
SITE
Harare
Mew Way
Endlovini
Wolligat Nature Reserve
Town 2 Village ZA
EXISTING VC LTE COVERAGE IN THE AREA
VODACOM LTE
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
WPP
Warren Petterson Planning
P.O. Box 44512
Claremont, Cape Town
OFFICE
DRAWN BY
C.Briedenhann
CHECKED BY
W. Petterson
14-09-2017
14-09-2017
REVISION
COVERAGE MAP
SCALE: NTS
DRAWING NUMBER
B11/12
PRO
B


Cell C Coverage Map
Endlovini
SITE
Harare
Endlovini
EXISTING CELL C LTE COVERAGE IN THE AREA
CELL C ADVANCED LTE
ATLAS TOWER
SITE DETAIL
Endlovini
STEVE BIKO ROAD,
REMAINDER OF ERF 38552,
HARARE
APPROVAL
RADIO ENGINEER
PLANNER
ENGINEER
WPP
OFFICE
DRAWN BY
C.Briedenhann
CHECKED BY
W. Petterson
14-09-2017
14-09-2017
REVISION
COVERAGE MAP
SCALE: NTS
DRAWING NUMBER
B12/12
PRO
B

Annexure 8:
HWC RESPONSE TO NID

Our Ref: HM / CAPE TOWN METROPOLITAN/ KHAYELITSHA/ ERF 38552-RE
Case No: 387400CN1120
Enquiries: Corne Alexander
E-mail:
Tel:

Applicant:
Owner:

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL
In terms of Section 38(4) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED DEVELOPMENT OF SUBSIDISED HOUSING ON ERF 38552-RE, 155 STEVE BIKO ROAD, KHAYELITSHA, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.

Heritage Western Cape is in receipt of the above matter received. This matter was discussed at the Heritage Officers meeting held on 1 December 2025.

You are hereby notified that, since there is no reason to believe that the proposed development of subsidized housing on Erf 38552-RE, 155 Steve Biko Road, Khayelitsha will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

HWC reserves the right to request additional information as required.

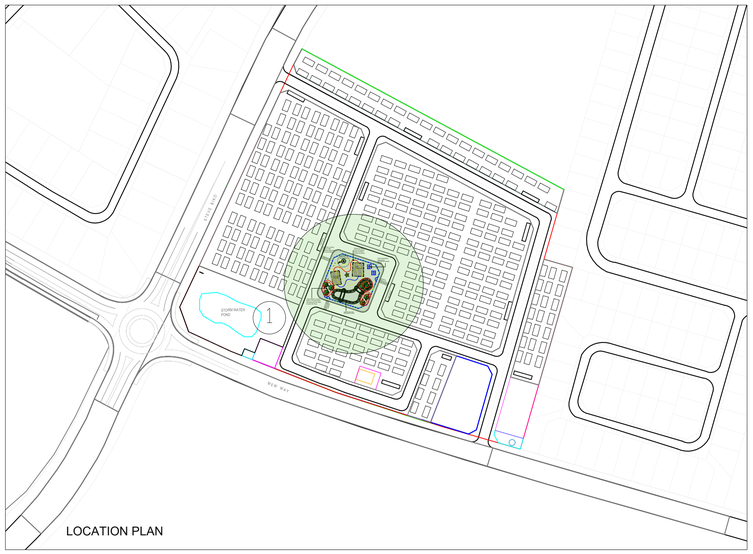
Should you have any further queries, please contact the official above and quote the case number.

.....
Waseefa Dhansay
Assistant Director: Professional Services

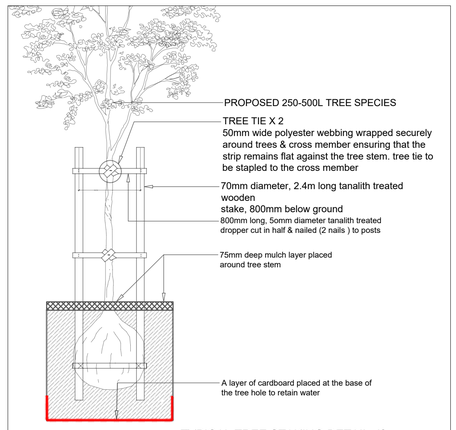
Heritage Western Cape
Erfenis Wes-Kaap
ILifa leMveli leNtshona Koloni

2 December 2025

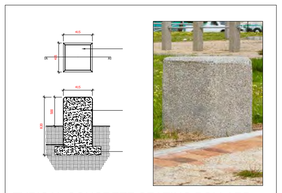
Annexure 9:
LANDSCAPE ARCHITECTURAL PROPOSALS



LOCATION PLAN



TYPICAL TREE STAKING DETAIL- If necessary



TYPICAL CONCRETE SEATING BOLLARD



KEY.

- Asphalt
- Rubber tiles below play equipment
- Concrete seating bollards 500x500x500mm high
- BOUNDARY FENCE - 1.8m Palisade or Beta fence or similar approved
- Proposed 500L trees, 1.2m x 1,2m opening with E1 kerb edging, flush with asphalt - See attached list for species
- Asphalt speed bumps in scooter track
- Contours - channeling surface run off towards tree planting - ±1%
- Street lighting located in POS - increase safety
- Painted games onto asphalt, creating an 'obstacle course' and linking play equipment
- Games such as FOUR SQUARE painted onto asphalt

PLANTING PALLETTE

TREES - dependent on availability & susceptibility to PHSHB and latest Fabi List at time of planting

Brachylaena discolor (Coastal Olive)
Tarchonanthus camphoratus (Camphor bush)
Sideroxylon inerme (Milkwood)
Syzygium guineense (Waterberry)
Searsia pendulina (White karee)
Vachellia xanthophloea (Fever tree)
Washingtonia robusta (Mexican Fan Palm)

NOTES

1) All trees to be watered for a minimum of 2 Summer months to enable establishment. 70L of water 2x a week during Summer months.
2) All watering of TREES by hand from a water bowzer.
3) All play items are standard items, on City Parks term tender to be installed as required by SANS 51176 & all surfaces to meet requirements of SANS 51177







PRECEDENT IMAGES
Bike/scooter track with large trees
Painted games on asphalt surface

Revision Schedule

Rev	Date	Description
1	21/4/26	Redesign park location change
2	15/9/26	Redesign park location change

NOTES:
The design on this drawing is copyright and remains the property of SGLA

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Bergstan South Africa
Consulting and Development Engineers (Pty) Ltd

PROJECT TITLE
STEVE BIKO 2025
Remainder Erf 38552 Khayelitsha

CLIENT
CoCT- Informal settlements and planning

DRAWING TITLE
PROPOSED CONCEPTUAL DESIGN OF P.O.S,

SAMANTHA GLEN
landscape architect

Purpose of issue
FOR LU Submission

Project number 33C.Steve.B

Date 15/09/2026

Drawn by S.Glen Landscape Architect

Checked by Samantha Glen
Professional Landscape Architect
SACLAP no. 20105

Signed

Drawing no.
SB/LP/LUSub02

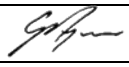
Scale As indicated

Annexure 10:
CIVIL ENGINEERING REPORT

TITLE: ERF38552-RE (STEVE BIKO) – Concept Report		
PROJECT NO.: 1984Q	**DOCUMENT NO.:** *01*	**REVISION NO. AND DATE:** *R01 and 28 April 2026*
PREPARED BY: *Bergstan South Africa* *P.O.Box 4733* *Cape Town 8000* *South Africa* **E-mail:** **Tel:** **Fax:** *none*		**CLIENT:** *Informal Settlements Section* *The City of Cape Town* *16 Gavin Streett* *Municipal Building* *Kraaifontein* *7570* **Tel:** **Fax:** none
CONTACT PERSON(S): *Achmat Salie* *Anesuishe Chigiya*		**CLIENT CONTACT PERSON(S):** *Nondyebo Msolo*
ISSUE COMMENTS (IF NECESSARY): Issue for approval		

The Company regards the information contained in this document as confidential, and the contents may therefore not be disclosed to a third party.
Copies of this document or parts of the document may only be made with the permission of a Director.

SABS ISO 900	**QUALITY VERIFICATION** **This document has been prepared under the controls established by a Quality Management System that has met the requirements of ISO 9001, which has been independently certified by the South African Bureau of Standards.**

Name	Capacity	Signature	Date
A.Chigiya	*Compiler*		*28 July 2026*
A.Salie	*Reviewer*		*28 July 2026*
G.Honeyman	*Approved/Released by*		*28 July 2026*

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Department: Informal Settlements
Section: Informal Settlements Upgrades

TENDER NO. 33C/2021/2022: FRAMEWORK TENDER FOR THE PROVISION OF PROFESSIONAL SERVICES IN RESPECT OF INFORMAL SETTLEMENTS WITHIN THE CITY OF CAPE TOWN Stage 1 to 6 – ERF 38552-RE (Steve Biko)

1984Q – Steve Biko

CONCEPT DESIGN REPORT

JULY 2026

PREPARED FOR:

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Informal Settlements Section
The City of Cape Town
16 Gavin Streett
Municipal Building
Kraaifontein
7570

PREPARED BY:

Bergstan
South Africa
Consulting and Development
Engineers (Pty) Ltd

Bergstan South Africa
6th Floor
Thomas Patello Building
Jan Smuts Drive
Cape Town
8001

Document Control

Issue Record

REVISION NUMBER	ISSUE TO	DESIGNATION	SIGNATURE	DATE
00				
01				
02				
03				

Revision Record

REVISION	00	01	02
DATE	20 April 2026	28 July 2026	
PURPOSE OF REVISION	Issue for Information	Issue for Information	
AUTHOR	Chigiya Anesuishe	Chigiya Anesuishe	
REVIEWER	Achmat Salie	Achmat Salie	

Approval Record

Name & Surname: Glenn Honeyman

Designation: Executive Director

Signature: _____

Date: 28 July 2026

Executive Summary

Introduction

Bergstan South Africa has been appointed by City of Cape Town, Human Settlement Directorate: Informal Settlement branch, for the provision of Professional Services for the infrastructure development on erf 38552-RE Steve Biko Road in Khayelitsha.

The client's objective

The client's objective is to gradually prepare the designated land for a human settlement development organised into individual erven. This development will be in two phases. The 1st phase would be a superblock layout and the 2nd phase the individual erven. A land use application related to informal settlement will be submitted to the City of Cape Town Municipality for approval. The sanctioned subdivision plan is set to accommodate up to 181 serviced sites in the future. Additionally, it will encompass all necessary infrastructure for engineering services and other required professional services.

Existing Infrastructure

A bulk 400 mm diameter municipal water main currently runs along Steve Biko Road and Mew Way. However, sections of the road reserve along Mew Way have been occupied by informal settlement structures, which extend over the bulk water main. This situation presents practical constraints for accessing the pipeline for new connections.

Consequently, the potable water supply for the proposed development is proposed to be obtained from the 400 mm water main located within Steve Biko Road, subject to confirmation that the available pressures are adequate to meet the development's demand. Should the pressures prove insufficient, the water main in Mew Way may still be accessed, where feasible, to supplement the connection and support the supply from Steve Biko Road.

Currently, there is no municipal sewer mains in both Steve Biko and Mew way. The closest sewer main is a 150mmØ line located in Phamba street which is capable of the drainage of the sewage of the development.

There is stormwater infrastructure in the proximity of the proposed site since the site is surrounded by the developed section of the area. The infrastructure consists of the circular concrete stormwater pipe network, ranging from 525mmØ in Mew Way and 375mmØ in both Mew Way and Steve Biko.

Conclusion

The existing 150mmØ sewer line in Phamba has enough capacity to link proposed internal sewer reticulation while existing water infrastructure is available in the proximity with a pipe size of 400mmØ in both Steve Biko and Mew Way Road.

The stormwater infrastructure in place has been designed with the entire region in mind, including this development. The capacity of the proposed design pond was engineered to handle storms with a frequency of up to 1 in 50 years storm, meaning that the upgrade of this development will not increase flood risk during such events.

The roads will be linked to the existing completed roads with asphalt top surface at the same elevation and cross profile. The intersections will be treated with a stop sign to regulate movement of vehicle with minor road marking and signage.

Recommendation

The proposed development is surrounded by the fully developed region which has operational infrastructure to enable connections; therefore, we recommend that this project be moved forward for detail design and municipal approval due to the location of the site.

It is recommended that the following surveys, documents and investigations be conducted for Stage 3:

- Decanting plan to be in place and approved.
- Topographical of the existing services and roads to confirm the tie in point and levels.
- Geotechnical investigation to understand the geology of the underlaying soil structure.
- Environmental clearance.
- Traffic Impact Assessment for major intersections leading to the development.

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Abbreviations

SR	Single Resident
CoCT	City of Cape Town
WULA	Water Use Licence Application
uPVC	Unplasticised Polyvinyl Chloride
Ø	Diameter
MSL	Mean Sea Level
NGL	Natural Ground Level

Annexures

Annexure A	Sewer GIS information
Annexure B	Gantt Chart

1 Introduction

1.1 Terms of Reference

Bergstan South Africa has been appointed by City of Cape Town, Human Settlement Directorate: Informal Settlement for the provision of Professional Services for the design of Infrastructure for the township development on erf 38552-RE in Khayelitsha.

This document outlines the conceptual design for the forthcoming township development. The report addresses the current conditions of the entire erf 38552-RE, emphasizing the major services located around the site and the proposed improvements to the existing settlement. It also evaluates the functionality of the proposed roads concerning the designated road reserves and erven splays necessary for visibility at intersections.

The locations of the existing services in relation to the terrain will be identified to determine where servitudes can be established for connecting the new internal services to the current infrastructure.



Figure 1.1-1: Development of Steve Biko – Locality plan

1.2 Project Location

Erf 38552 Biko is located in Khayelitsa, bounded by Steve Biko Road to the west and Mew way to the south. The site is accessible from both Steve Biko and Mew Way Road.

1.3 Background & Client objectives

The client's objective is to gradually prepare the designated land for a human settlement development organised into superblocks. A land use application related to informal settlement will be submitted to the City of Cape Town – informal settlements. The sanctioned subdivision plan is to accommodate up to 181 serviced sites in the future. Additionally, it will encompass all necessary infrastructure for engineering services and other related professional services.

1.4 Project Scope of Works and purpose of the report

The project scope includes:

- The status of the existing services.
- Set out the requirements of bulk services
- Conducting a conceptual design of the project.
- Producing conceptual drawings, depicting the proposed designs; and
- Providing a high-level cost estimate for the project, based on the concept design.

To undertake feasibility studies and develop a conceptual design that encompasses all necessary statutory procedures to secure land use approvals for Erf 38552 Khayelitsha formal Settlement Upgrade and to guide a project through deliverable from stages 1 to 6.

1.5 Standard Documents and Guidelines Application

The following standard documents and guidelines were utilised in doing the designs and will be used during concept design:

- City of Cape Town Minimum Standards for Civil Engineering Services in Townships, Version 1, July 2013.
- Guidelines for Human Settlement Planning and Design, August 2003 (Red Book).
- SANS 1200 (Set): Standardized Specifications for Civil Engineering Construction.

1.6 Services and Approvals Required

The following services, applications and approvals will be required before the detail design and construction can commence:

- City of Cape Town approval of a design of infrastructure and roads in line with the proposed phases.
- Environmental investigation and other special study will be required to drive the process and determine the extent of requirements.

- Geotechnical Investigation to understand the ground spectrum and the level of the ground water.
- Topographical survey to confirm surface elevation of the overall site surface area

2 Description of the site

2.1 Site Description

The site is currently a greenfield area and remains partially occupied. It is bounded by Mew Way to the south and Steve Biko Drive to the west. Access to the site can be obtained from the Mew Way and Steve Biko Drive. The proposed development is surrounded by well-established and fully developed areas, which provide existing infrastructure and service connections, thereby facilitating integration with the surrounding urban network.

2.2 Site Topography

The site is relatively flat with most of the site falling towards the proposed stormwater where the low point is located. **Refer to Appendix B-E** for the location of the pond.

2.3 Existing Services

The site location is encircled by the established areas of the township, which include road connections and underground systems for sewerage, water supply, and stormwater drainage system. Additionally, the bulk infrastructure is conveniently located nearby the site.

2.3.1 Sewer

Currently, there is no existing sewer infrastructure within the adjacent roads providing access to the development. As a result, a sewer pump station has been proposed at the low point of the site, located near the intersection of Mew Way and Steve Biko Drive. The internal sewer network of the development will discharge by gravity to the proposed pump station.

From the proposed pump station, sewage will be pumped for approximately 280m along Mew Way in an easterly direction towards the high point in Mew Way where it will discharge into an outfall manhole. From this outfall manhole the sewer will gravitate to Phamba Street.

2.3.2 Water

The existing 400Ømm bulk potable water supply main is located within the western road reserve of Steve Biko Road and the southern road reserve of Mew Way. The preferred connection to supply potable water to the proposed development will be via a 160 mm diameter connection to the water main running along Steve Biko Road.

Alternatively, two connections may be considered should the available pressures prove insufficient for a single connection on Steve Biko Road. Although a water main is also present within Mew Way, access to this pipeline is constrained due to the occupation of informal dwellings in the Mew way road reserve. Theses informal structures have been constructed on top of 400Ømm diameter water pipeline.

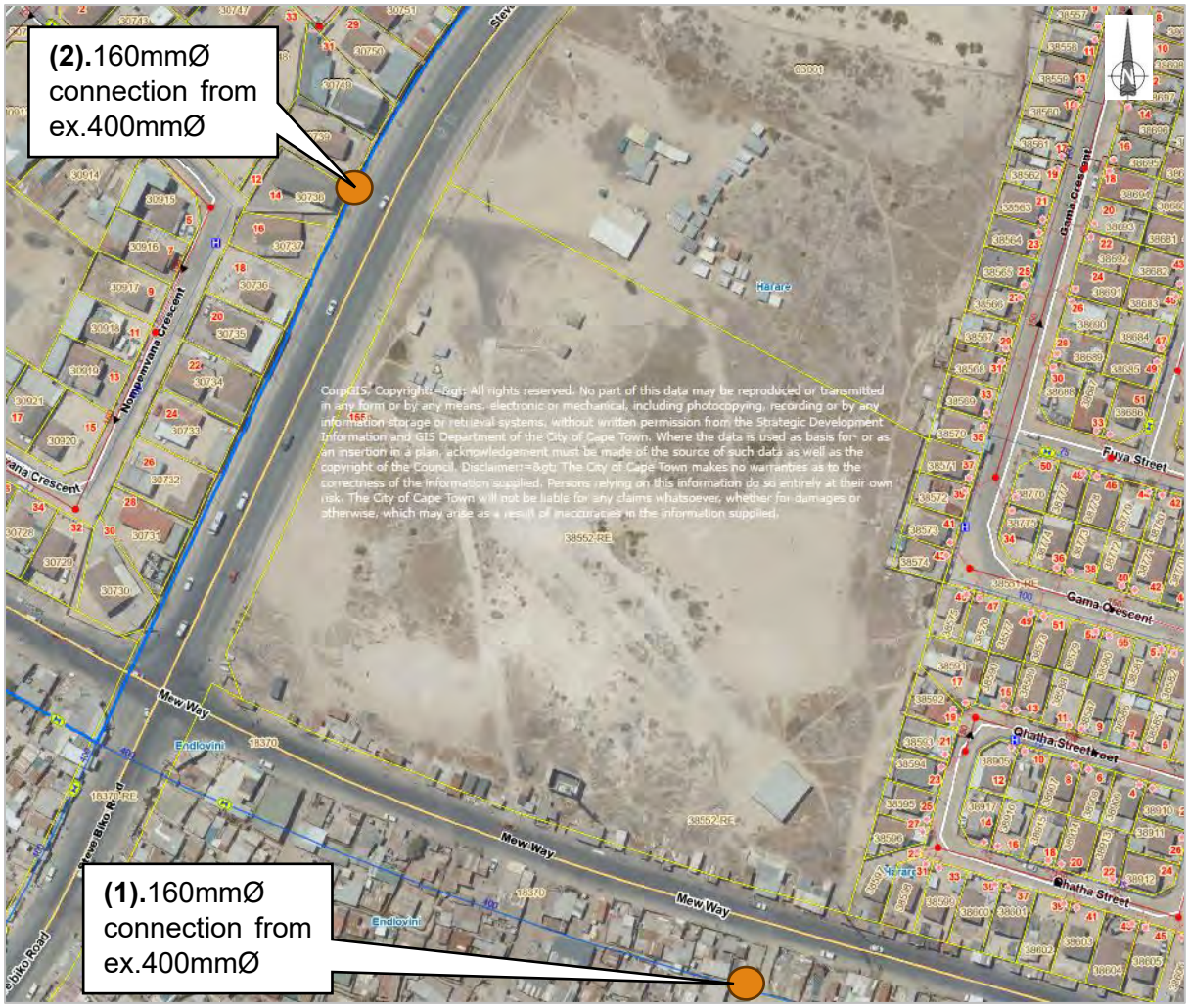


Figure 2.3-1: Existing water network with possible connections

2.3.3 Stormwater drainage

There is a stormwater infrastructure in the proximity of the proposed site since the site is surrounded by the developed section of the area. The infrastructure consists of the circular concrete stormwater pipe network, ranging from 525mmØ to 375mmØ running in Steve Biko and Mew way.

A stormwater attenuation pond is proposed at the low point of the development, located near the intersection of Steve Biko Road and Mew Way. Both the overland stormwater flow and the underground stormwater reticulation from the development will discharge into this pond. From the pond, the attenuated stormwater will be conveyed to the existing municipal stormwater system, via the stormwater municipal line in Mew Way.

2.3.4 Road

Access to the development can be obtained via two main roads: Steve Biko Road, which runs to the west of the development and Mew Way which runs to the south of the development.

3 Proposed Design Approach

3.1 Road Layout and Design

3.1.1 General Description of the roads

There are two (2) road types within the development with different road reserve widths:

Class 5C - 10m Road Reserve (Internal distribution roads)
Class 5D - 8m Road Reserve (Internal access roads)

Refer to Appendix B for the proposed roads layout

3.1.2 Typical Cross sections for roads

The following figures show the typical cross sections with the positions of underground services, type of kerbs, road surface and structure.

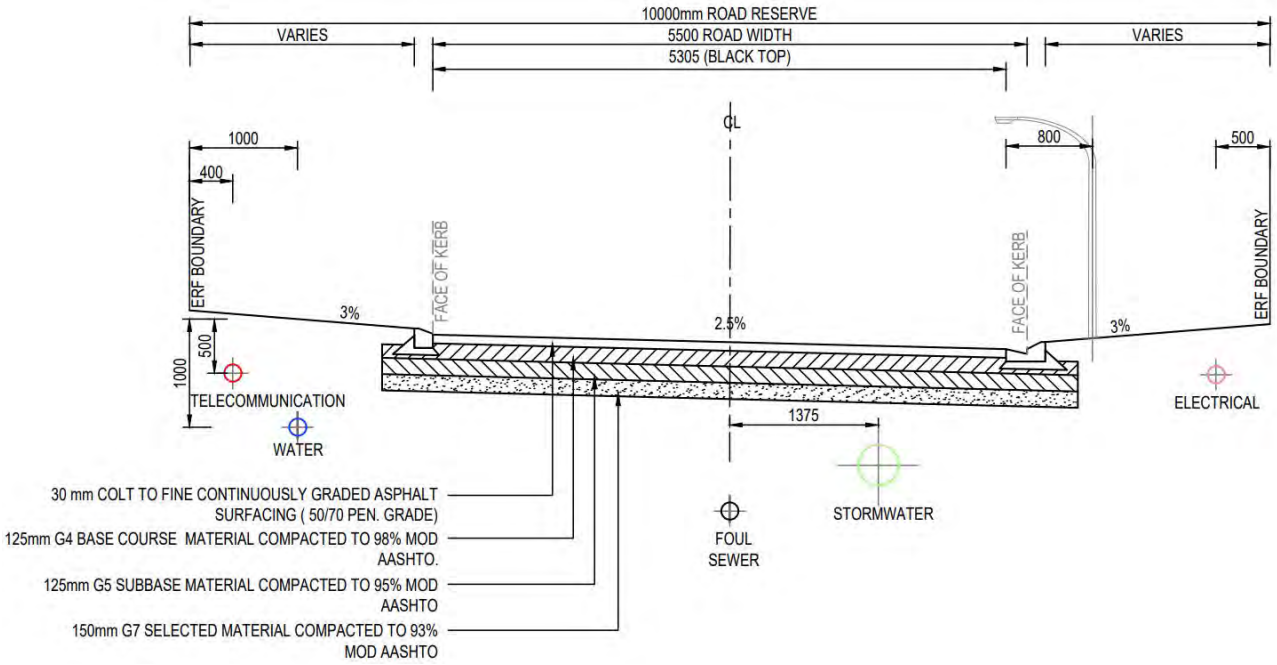


Figure 3.1-1: Typical 10m Road Cross Section

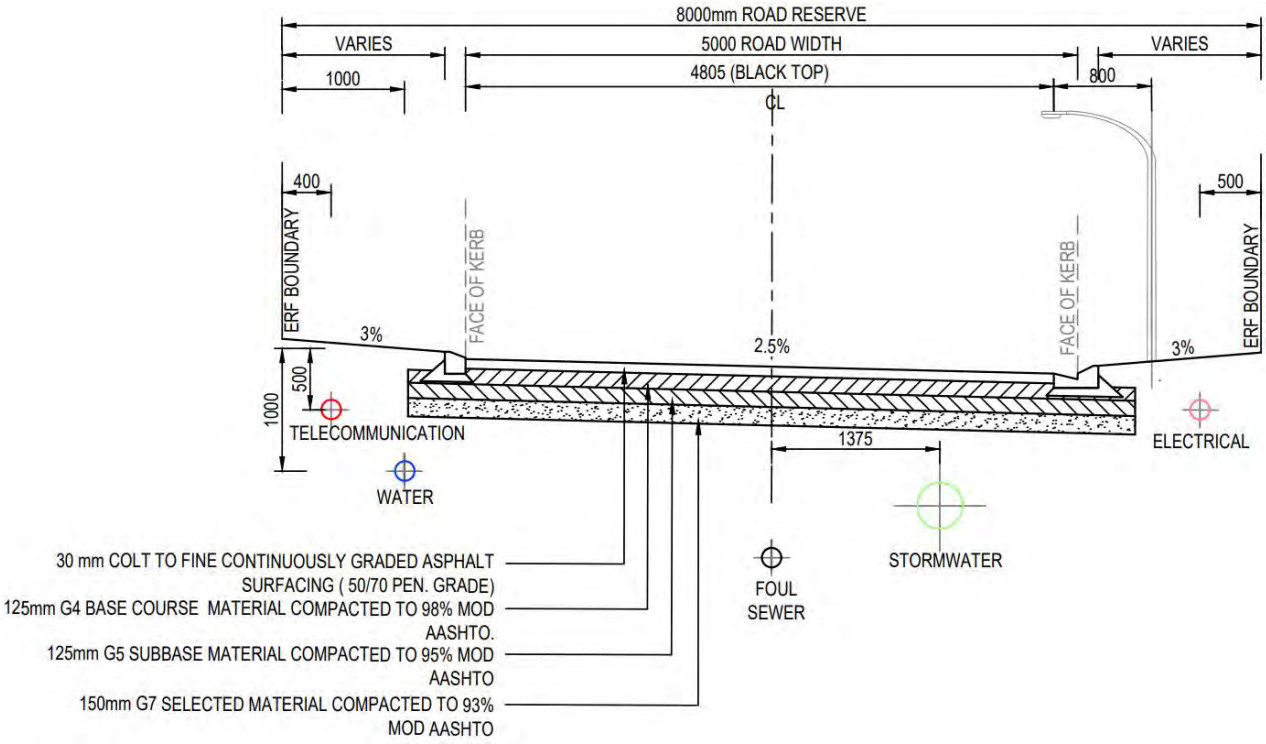


Figure 3.1-2: Typical 8m Road Cross Section

3.1.3 Road Surfacing

The roads will be surfaced with asphalt specification and thickness as per the City of Cape Town's Specifications. The roads will be handed over to the City of Cape Town after the completion. The CoCT will be responsible for the maintenance of the internal roads.

3.1.4 Road Markings and Signage

The road markings and signage for the internal roads will be according to the South African Road Traffic Signs Manual (SARTSM) in conjunction with approvals from City of Cape Town's specific requirements and specifications.

3.2 Stormwater Management

3.2.1 Design parameters applications application for stormwater network

In terms of the CoCT policy, a stormwater management plan is required to investigate options and provide proposal to reduce the downstream impact of stormwater discharge. The objective is to provide onsite measures in a form an attenuation pond to reduce the post development runoff from various storm events, and to improve the quality of runoff by reducing the pollutant loading discharged from the site to the defined level.

3.2.2 Network Analysis

The underground stormwater system will be designed to cater for storms with a return interval of 1 in 2 years for Residential areas**. Refer to Appendix B** for the proposed underground system.

Modelling for the stormwater network will be undertaken using Civil Designer software to determine pipe sizes, pipe slopes, flows, velocities and water depth in each link. The return interval of 2 years will be utilised to check minimum velocities throughout the stormwater network.

3.2.3 Detention Facilities

The provision of a stormwater detention pond is required to control and retain the flows in excess of permissible discharge into the existing stormwater municipal line without stressing existing downstream network through throttling discharge chamber. The proposed stormwater detention facility will be constructed to manage the stormwater for the development, considering a 1-in-50-year return storm event.

3.2.4 Materials

The stormwater pipe network and structures will consist of the following materials:

3.2.4.1 Pipes

Class 100D spigot and socket precast concrete pipes with rubber ring seals will be used for all underground stormwater pipes.

3.2.4.2 Manholes

The manholes will be constructed from precast concrete fibre cement sections, with ROK brickwork and plastered internally for manhole “chimney” extensions, as per City of Cape Town Specifications.

The manhole "chimney" will be centred over the pipe, but flush to the downstream wall of the chamber. Heavy duty polymer concrete cover and frames will be used as per the City of Cape Town Specifications.

3.2.4.3 Catchpits

Grid and kerb inlet type catchpits will be used as per the City of Cape Town Specifications.

3.2.4.4 Kerb and Channel

Mountable kerb & channels combination (CK5) will be used on through the internal Class 5C (10m road reserve) & 5D (8m road reserve) roads, except at intersections and around the public open space where barrier kerbs and channels (BK2 and C1) will be used.

3.2.4.5 Bedding, Blanket, and Selected backfill

G7 material will be used as the material for Bedding, blanket and selected backfill. Bedding, blanket and selected backfill shall be "Class B" as per City of Cape Town Specifications.

3.3 Foul Sewer Layout and Design

3.3.1 General Description of foul sewer

The internal sewerage system (160mm diameter), from the pump station ties into a 150mm diameter sewer running in Phamba street. **Refer to Appendix C** for the sewer layout.

3.3.2 Materials

The foul sewer network and structures will consist of the following materials:

3.3.3 Pipes

For main reticulation network, 160 mm diameter uPVC Class 34 spigot and socket type pipes with rubber ring joint and uPVC specials will be used for the sewer mains.

For house connections, uPVC Class 34 spigot and socket type pipes will be used with the following conditions:

Table 3.3-1: Foul sewer erf connection criteria

Erf Connection Typology	Criteria
Single erf connection for SR erf	110mmØ sewer connection from the main reticulation pipe.
Double house connection for SR erf	A combined 160mmØ shared leading pipe run taken from the main reticulation network, until the split to each individual erf which will be 110mmØ pipe.

3.3.4 Manholes

Precast concrete fibre cement type manholes will be used for sewers. The manhole "chimney" will be centred over the pipe, but flush to the downstream wall of the chamber. Heavy duty cover and frames will be used as per the City of Cape Town Specifications. Joints between manhole rings will be sealed as specified in the standard detail drawing.

3.3.5 Bedding, Blanket and Selected backfill

G7 material will be used as the material for Bedding, blanket and selected backfill. Bedding, blanket and selected backfill shall be for “Flexible Pipes" as per City of Cape Town Specifications.

3.4 Water Layout and Design

3.4.1 General Description of Water Network

Proposed network shall have a 160mmØ service pipe along the development. Refer to **Appendix E** for the proposed water network

3.4.2 Materials

The water network and structures will consist of the following materials:

3.4.3 Pipes

160mmØ will be used through the development footprint. All pipes shall be uPVC Class 12 spigot and socket type pipes with rubber ring joint and uPVC specials will be used for the internal and bulk water mains.

The internal water network will provide all erven with a water connection, that complies to the following criteria:

Table 3.4-1: Water erf connection criteria

Erf Connection Typology	Criteria
Single erf connection for SR erf	A 25mmØ connection from the main water reticulation pipe.
Double house connection for SR erf	A combination of 32mmØ shared leading pipe run taken from the main reticulation, until split to individual erf, which will be 25mmØ pipe.
Connection for public open space / public space	50mmØ connection, inside the erf, sited at a position close a rational design approach for intended usage criteria.

3.4.4 Bedding, Blanket and Selected backfill

G7 material equivalent material will be used as the material for Bedding, blanket and selected backfill. Bedding, blanket and selected backfill shall be for “Flexible Pipes" as per City of Cape Town Specifications.

4 Legislative Requirements

Bergstan was requested to submit a quote for necessary professional services across various fields to develop comprehensive documents necessary for obtaining construction approvals for the project.

4.1 Environmental Practitioner

Their purpose is to evaluate the studies conducted by the specialists and ensure they are comprehensive and in line with environmental impact assessment standards. The reports identify risks to the environment, ecosystems, disturbances and contamination.

4.2 Heritage Practitioner

Their purpose is to e valuate the existing infrastructure to preserve and protect cultural heritage including buildings, artifacts and traditions that maybe present within the site perimeter, they will assess and develop strategies to ensure the long-term care of heritage features.

4.3 Social Facilitation

Their main role is to engage with the community and inform them of the objective of the project and identify and solve conflicts in the way that is satisfactory to all the parties involved.

4.4 Land Surveyor

To survey the site and other features within the area of construction. The survey data will be used to produce design of roads and services.

4.5 OHS

To produce health and safety specification from the scope of work, approve contractor H&S plan upon appointment and enforce compliance on site during construction.

5 Project Timeline

5.1 Project Programme

Table 5.1-1: Projects Programme

WBS	Task Name	Duration	Start	Finish	% Complete
1	**STEVE BIKO PROGRAMME - PSP DELIVERABLES**	**39.75 mons**	**Mon 25/09/01**	**Thu 29/01/11**	**7%**
1.1	**STAGE 1: INCEPTION**	**1.5 mons**	**Mon 25/09/01**	**Mon 25/10/13**	**0%**
1.1.1	**PO RECEIVED**	**0 days**	**Mon 25/09/01**	**Mon 25/09/01**	**0%**
1.1.2	**PROJECT INITIATION AND BRIEFING**	**1.25 mons**	**Mon 25/09/01**	**Mon 25/10/06**	**0%**
1.1.2.1	Project Scope Definition	4 wks	Mon 25/09/01	Mon 25/09/29	0%
1.1.2.2	Finalize sub-consultants' sagreement	1 wk	Tue 25/09/30	Mon 25/10/06	0%
1.1.3	**KICK-OFF MEETING**	**0 mons**	**Wed 25/09/03**	**Wed 25/09/03**	**100%**
1.1.4	**SITE VISIT**	**0 days**	**Mon 25/10/13**	**Mon 25/10/13**	0%
1.2	**STAGE 2: CONCEPT AND VIABILITY**	**9.2 mons**	**Wed 25/09/03**	**Wed 26/06/24**	**10%**
1.2.1	**WAYLEAVE APPLICATION**	**6 mons**	**Tue 25/09/30**	**Tue 26/04/14**	**32%**
1.2.1.1	CCT Wayleaves	1.5 mons	Tue 25/09/30	Mon 25/11/10	100%
1.2.1.2	Fibre networks	1.5 mons	Tue 25/09/30	Mon 25/11/10	50%
1.2.1.3	Eskom wayleave	6 mons	Tue 25/09/30	Tue 26/04/14	10%
1.2.2	**SITE LAYOUT (PSP planner)**	**4 mons**	**Tue 25/10/07**	**Tue 26/02/24**	**0%**
1.2.2.1	Site layout Rev A	3.5 mons	**Tue 25/10/07**	**Tue 26/02/10**	0%
1.2.2.2	Site layout Rev B	2 wks	Wed 26/02/11	Tue 26/02/24	0%
1.2.3	**ENGAGEMENT WITH COUNCILLORS (timeline TBC by CCT PM)**	**4 mons**	**Wed 25/09/03**	**Thu 26/01/22**	**0%**
1.2.4	**EVICTION PROCESS (timeline TBC by CCT PM)**	**9 mons**	**Tue 25/09/09**	**Wed 26/06/24**	**0%**
1.2.5	**INITIAL STUDIES/INVESTIGATION**	**6 mons**	**Tue 25/11/11**	**Mon 26/06/01**	**22%**

1.2.5.1	Topographical survey	4 wks	Fri 26/01/23	Thu 26/02/19	0%
1.2.5.2	Environmental Inputs	1.63 mons	Tue 25/11/11	Fri 26/01/23	100%
1.2.5.2.1	Environmental Screening	1 mon	Tue 25/11/11	Mon 25/12/08	100%
1.2.5.2.2	Commenecement of Basic Assessment (if required)	0 mons	Fri 26/01/23	Fri 26/01/23	100%
1.2.5.3	Traffic impact Assessment	1 mon	Wed 26/03/04	Tue 26/03/31	0%
1.2.5.4	Geotechnical investigation	1.5 mons	Wed 26/04/15	Mon 26/06/01	0%
1.2.6	**CONCEPT/PRELIMINARY DESIGN**	**2.5 mons**	**Wed 26/02/25**	**Mon 26/05/11**	**0%**
1.2.6.1	Electrical	2.5 mons	Wed 26/02/25	Mon 26/05/11	0%
1.2.6.1.1	Design	1 mon	Wed 26/02/25	Tue 26/03/24	0%
1.2.6.1.2	Prepare drawings	10 days	Wed 26/03/25	Tue 26/04/07	0%
1.2.6.1.3	Cost Estimates	10 days	Wed 26/04/08	Thu 26/04/23	0%
1.2.6.1.4	Submit drawings to Eskom	0 mons	Tue 26/04/07	Tue 26/04/07	0%
1.2.6.1.5	Receive Eskom supply confirmation	1 mon	Wed 26/04/08	Mon 26/05/11	0%
1.2.6.2	Civils	2.5 mons	Wed 26/02/25	Mon 26/05/11	0%
1.2.6.2.1	Prepare and Submit CCT capacity letters	10 days	Wed 26/02/25	Tue 26/03/10	0%
1.2.6.2.2	Receive CCT feeback	1 mon	Wed 26/03/11	Tue 26/04/07	0%
1.2.6.2.3	Prepare Inception/Services Report	10 days	Wed 26/03/11	Tue 26/03/24	0%
1.2.6.2.4	Designs (BEW, roads, sewer, water)	10 days	Wed 26/03/25	Tue 26/04/07	0%
1.2.6.2.5	Prepare drawings	10 days	Wed 26/04/08	Thu 26/04/23	0%
1.2.6.2.6	Cost Estimates	10 days	Fri 26/04/24	Mon 26/05/11	0%
1.2.7	**PREPARE STAGE 2 CONCEPT REPORT**	**1 mon**	**Tue 26/05/12**	**Mon 26/06/08**	**0%**
1.2.8	**STAGE 2 REPORT SUBMISSION**	**0 mons**	**Mon 26/06/08**	**Mon 26/06/08**	**0%**
1.3	**STAGE 3: DETAILED DESIGN**	**3 mons**	**Thu 27/06/17**	**Thu 27/09/09**	**0%**

1.3.1	Electrical	2 mons	Thu 27/06/17	Thu 27/08/12	0%
1.3.1.1	Design	1 mon	Thu 27/06/17	Wed 27/07/14	0%
1.3.1.2	Prepare drawings	10 days	Thu 27/07/15	Wed 27/07/28	0%
1.3.1.3	Cost Estimates	10 days	Thu 27/07/29	Thu 27/08/12	0%
1.3.2	Civils	2 mons	Thu 27/06/17	Thu 27/08/12	0%
1.3.2.1	Designs (BEW, roads, sewer, water)	1 mon	Thu 27/06/17	Wed 27/07/14	0%
1.3.2.2	Prepare drawings	10 days	Thu 27/07/15	Wed 27/07/28	0%
1.3.2.3	Cost Estimates	10 days	Thu 27/07/29	Thu 27/08/12	0%
1.3.3	**PREPARE STAGE 3 CONCEPT REPORT**	**1 mon**	**Fri 27/08/13**	**Thu 27/09/09**	**0%**
1.3.4	**STAGE 3 REPORT SUBMISSION**	**0 mons**	**Thu 27/09/09**	**Thu 27/09/09**	**0%**
1.4	**STAGE 4: DOCUMENTATION AND PROCUREMENT**	**3 mons**	**Fri 27/09/10**	**Fri 27/12/03**	**0%**
1.5	**STAGE 5: CONSTRUCTION**	**9 mons**	**Thu 28/03/30**	**Thu 28/12/14**	**0%**
1.6	**STAGE 6: CLOSEOUT**	**1 mon**	**Fri 28/12/15**	**Thu 29/01/11**	**0%**
2	**OTHER CONCURRENT TIMELINES**	**28.65 mons?**	**Thu 25/10/02**	**Wed 28/03/29**	**0%**
2.1	**SOCIAL FACILITATION ENGAGEMENTS**	**0.05 mons?**	**Thu 26/01/22**	**Fri 26/01/23**	**0%**
2.1.1	Start of engagements	0 mons	Thu 26/01/22	Thu 26/01/22	0%
2.1.2	Duration TBC	0.05 mons?	Fri 26/01/23	Fri 26/01/23	0%
2.2	**BENEFICIARY ADMINISTRATION**	**0.05 mons?**	**Thu 26/01/22**	**Fri 26/01/23**	**0%**
2.2.1	Start of engagements	0 mons	Thu 26/01/22	Thu 26/01/22	0%
2.2.2	Duration TBC	0.05 mons?	Fri 26/01/23	Fri 26/01/23	0%
2.3	**ENVIRO BASIC ASSESSMENT (if required) Timeline TBC**	**0 mons**	**Fri 26/01/23**	**Fri 26/01/23**	**0%**
2.4	**STAGE GATE REQUIREMENTS**	**11 mons**	**Tue 27/04/20**	**Wed 28/03/29**	**0%**
2.4.1	Stage Gate 2	2 mons	Tue 27/04/20	Tue 27/06/15	0%

2.4.2	Stage Gate 3	3 mons	Thu 27/06/17	Thu 27/09/09	0%
2.4.3	Stage Gate 4	3 mons	Mon 27/12/06	Wed 28/03/29	0%
2.5	**LAND USE SUBDIVISON (Town Planner)**	**10 mons**	**Tue 26/06/09**	**Thu 27/04/15**	**0%**
2.5.1	Pre applictaion activities	1 mon	Tue 26/06/09	Tue 26/07/07	0%
2.5.2	Application submission period	9 mons	Wed 26/07/08	Thu 27/04/15	0%
2.5.3	Application approval	0 mons	Thu 27/04/15	Thu 27/04/15	0%
2.6	**MONTHLY MEETINGS**	**7.5 mons**	**Thu 25/10/02**	**Wed 26/06/03**	**0%**

6 Conclusion

The existing 150mmØ sewer line in Phamba has enough capacity to link proposed internal sewer reticulation while existing water infrastructure is available in the proximity with pipe sizes being 400mmØ on Steve Biko and Mew Way Road.

The stormwater infrastructure in place has been designed with the entire region in mind, including this development. The capacity of the design pond was engineered to handle storms with a frequency of up to 1 in 50 years storm, meaning that the upgrade of this development will not increase flood risk during such events.

The roads will be linked to the existing completed roads with asphalt top surface at the same elevation and cross profile. The intersections will be treated with a stop sign to regulate movement of vehicle with minor road marking and signage.

8 Recommendation

The proposed development is surrounded by the fully developed region which has operational infrastructure to an ease of connection; therefore, we recommend that this project be moved forward for detail design since there are minor studies required for the project to obtain approvals due to the location of the site.

It is recommended that the following surveys, documents and investigations be conducted for Stage 3: Detail Design

- Geotechnical investigation to understand the geology of the underlaying soil structure.
- Environmental clearance

9 Reference

1. Standards and Guidelines for Roads & Stormwater, Version 3.0. February 2022. City of Cape Town
2. BM Section Housing Project Khayelitsha, Stormwater Management Plan, September 2016. Lukhozi Consulting Engineers, Cape Town
3. Guidelines for Human Settlement Planning and Design, 2000, CSIR, Pretoria

Appendix A – Civil Services GIS Information

COVER PAGE

Certification

It is herewith certified that this Transport Impact Assessment has been prepared according to the requirements of the South African Traffic Impact and Site Traffic Assessment Manual.



L. Stodart

Application details:

a) Municipality name: City of Cape Town

b) Type of assessment: Transport Impact Assessment

c) Particulars of the Site Development Plan:
   - Remainder Erf 38552 Khayelitsha | **PRO-SUB 16 (Superblock)**| Jono Trust | Figure 6.1 | 10 July 2026
   - Remainder Erf 38552 Khayelitsha | **Indicative Site Layout Plan Rev 01**| Jono Trust | Figure 6.3 | 16 July 2026
   - Remainder Erf 38552 Khayelitsha | **PRO-SUB 16 (Future Subdivision)**| Jono Trust | Figure 6.2 | 16 July 2026

d) Erf numbers: Remainder Erf 38552 Khayelitsha

e) Client details: City of Cape Town

f) Date of report: September 2026 (Rev 03)

g) Name and address of the Assessor: Liezl Stodart Pr Eng, PO Box 359, Villiersdorp, 6848

INDEX

Item	Description	Page
1.	Background	1
2.	Development proposal	1
3.	Existing road infrastructure	1
4.	Existing and planned public transport services and infrastructure	2
5.	Existing traffic	3
6.	Development trips	3
7.	Traffic impact	3
8.	Access and internal street layout	4
9.	Public and non-motorised transport	5
10.	Conclusions	5
11.	Recommendations	6

ANNEXURES

A: Photographic record of existing transport facilities

B: Drawings

1. BACKGROUND

This transport impact assessment accompanies the land use planning application for a proposed new housing development on the north-eastern corner of Steve Biko Road and Mew Way in Khayelitsha. The location is shown in ***Figure 1***, Annexure B. The land is zoned as Community Zone 1: Local and is currently vacant. Access is proposed off Steve Biko Road and Mew Way.

2. DEVELOPMENT PROPOSAL

The project will be implemented in two stages. The first stage will be the creation of "superblocks" (large street blocks with roads and engineering services installed) with will be used to erect approximately 340 temporary relocation (TRA) structures. The second stage entails the further subdivision of the property to provide up to 172 serviced residential erven. The development will consist of 181 single residential erven, a community erf, roads, utility sites, and open space. The proposed layouts of the two stages are shown in ***Figure 2 (Superblock),*** ***Figure 3 (Indicative Site Layout)****, and* ***Figure 4 (Future Subdivision)****,* all in *Annexure B*.

3. EXISTING ROAD INFRASTRUCTURE

Information on transport infrastructure in the vicinity of the site was obtained through a desktop study. Due to safety concerns a site visit could not be conducted. The characteristics of the current road infrastructure are discussed below. The roads described are shown in the ***Photo Pages*** in *Annexure A* and in ***Figure 1***.

Mew Way south of Spine Road is a Class 3 Minor Arterial. The road has one lane per direction, with paved shoulders (yellow lines) and a surfaced sidewalks on the northern side in the vicinity of the development site. Mew Way has developed into an informal activity spine, with commercial activity in the road reserve along much of its length. Many structures encroach onto the sidewalk and the shoulders are used as taxi stops and parking space.

The roadside environment can be described as intermediate, with many informal businesses and residences obtaining direct access from the road. Intersections are stop-controlled. Formal side streets are spaced between 480 and 600 metres apart, but informal access roads to the Monwabisi informal settlement south of the road are spaced more closely. The Provincial Access Management Guidelines recommend a 180-metre spacing between signalised and unsignalised intersections on this type of road. This spacing requirement also applies to adjacent unsignalised intersections.

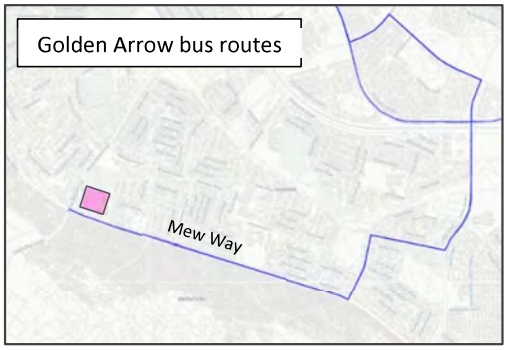
Steve Biko Road runs north-east to south-west through Khayelitsha, from Japhta K Masemola Road to Swartklip Road. Steve Biko Road is a Class 3 Minor Arterial with two lanes per direction and paved sidewalks on both sides.

Non-motorised transport: There are paved sidewalks along all the high order roads in the study area.

4. EXISTING AND PLANNED PUBLIC TRANSPORT SERVICES AND INFRASTRUCTURE

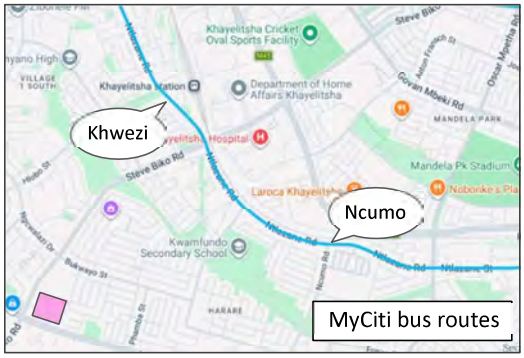
Minbus taxis: The City of Cape Town Open Data Portal website shows that there are registered minibus taxi routes along Steve Biko Road and Bukwayo Street. Mew Way does not form part of any formal routes, although many taxis were noticed travelling and stopping along Mew Way. The closest taxi rank is WCTT076_1 on the corner of Bukwayo Street and Ncumo Road, behind the Hilltop Spar centre, about 1 kilometre from the Steve Biko housing development.

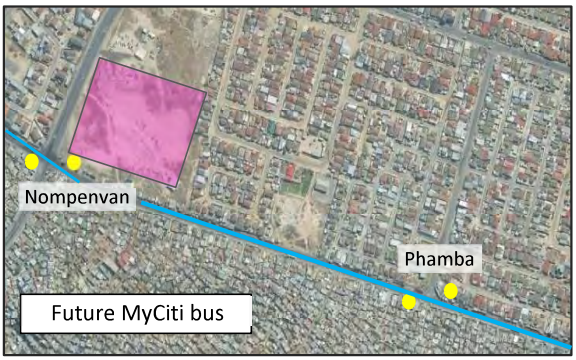




Golden Arrow buses: According to goldenarrowmaps.com, Golden Arrow buses operate on Mew Way as part of the *Harare – Bellville* route.

MyCiti bus service: The current MyCiti route closest to the Steve Biko development is the *D02 Khayelitsha – Civic Centre* route. The closest bus stops are the Ncumo West and Khwezi stops, both about 1,5 kilometre from the development.





City of Cape Town Public Transport Planning officials indicated that Mew Way will form part of the next MyCiti phase rollout. The proposed Nompenvana stop will be right next to the Steve Biko housing development.

Railway transport: The Khayelitsha railway line runs about 800 metres north of and parallel to Mew Way. The Kuyasa railway station is about 3km from the Steve Biko housing site.

5. EXISTING TRAFFIC

No traffic counts could be conducted for this project, due to safety concerns. Recent counts done at the Mew Way / Sinqolamthi Street intersection show that Mew Way South carries about 800 vehicles northbound and 500 southbound in the morning peak hour, and 350 north and 550 south in the afternoon peak hour. Steve Biko Road should carry similar peak hour volumes. The four-lane Steve Biko Road will have sufficient capacity to carry current traffic volumes, but congestion may be experienced at the four-way stop intersection between Steve Biko Road and Mew Way. Four-way stops on roads with more than one approach lane is not ideal, and is a safety concern. It is suggested that this intersection should be upgraded to a roundabout or, if preferable for the MyCiti project, with traffic signals.

6. DEVELOPMENT TRIPS

A vehicle ownership survey conducted in informal settlements during 2025 was used to estimate the trip generation potential of the TRA stage. The survey showed that 7% of informal settlement household own cars. It was assumed that 75% of these households will use their vehicles during the morning and afternoon peak hours. The generated trips are shown in ***Table 1*** and the trip distribution is shown in ***Figure 5***.

Table 1: Steve Biko TRA Stage development trip generation potential

Peak hour	Land use		Trip generation rate				Number of trips		
			Owner	Peak	% in	% out	Total	In	Out
Morning	TRA	340 units	7%	0,053	25%	75%	18	4	14
Afternoon	TRA	340 units	7%	0,053	70%	30%	18	13	5

The trip generation potential of the formal stage was calculated using the rates recommended in the COTO TMH17 Trip Data Manual. The trip generation rate for single residences was reduced using the TMH17 factors for very low vehicle ownership and transit corridors. The resultant numbers are shown in ***Table 1***. Generated trips were distributed onto Steve Biko Road and Mew Way. The trip distribution is shown in ***Figure 6***.

Table 2: Steve Biko housing development trip generation potential

Peak hour	Land use		Trip generation rate				Number of trips		
			Rate	Reduced	% in	% out	Total	In	Out
Morning	Single res	172 units	1	0,255	25%	75%	44	11	33
Afternoon	Single res	172 units	1	0,255	70%	30%	44	31	13

7. TRAFFIC IMPACT

The development will generate a significant number of trips, but these trips will be distributed via two access points and from there along Mew Way and Steve Biko Road. The resultant traffic volumes added to intersections in the vicinity will be very low. It is anticipated that the Steve Biko housing development will have a low traffic impact.

8. ACCESS AND INTERNAL STREET LAYOUT

The access and internal street layout are shown in ***Figure 2***, *Annexure B*. ***Figure 2*** shows that the Steve Biko Road access will be provided as close as possible to the northern site boundary, about 155 metres north of Mew Way. This is less than the 180-metre minimum requirement, but the only way to achieve the standard spacing will entail securing access over the erf to the north, which is owned by a church. It is suggested that the 155-metre spacing should be allowed, because the access will be serving a whole neighbourhood. The access to the church site should be closed. The church site does have an alternative access opportunity on Bukwayo Street. The Steve Biko Road access may be changed to a left in / out if a median island is provided on Steve Biko Road in future. The proposed Mew Way access position complies with the spacing requirements.

The main internal streets will have 10-metre wide reserves. Other internal streets will have 8-metre wide reserves. All streets should have a minimum surfaced width of 5 metres and intersections should have bellmouth radii of at least 5 metres. Sections of the internal streets will run alongside and parallel to Mew Way and Steve Biko Road, but the internal streets will be separated from the outside roads by a landscaped verge. See ***Diagrams 1 and 2*** below, obtained from the project town planners and urban designers.

Diagram 1: Cross section from Steve Biko Road to Site

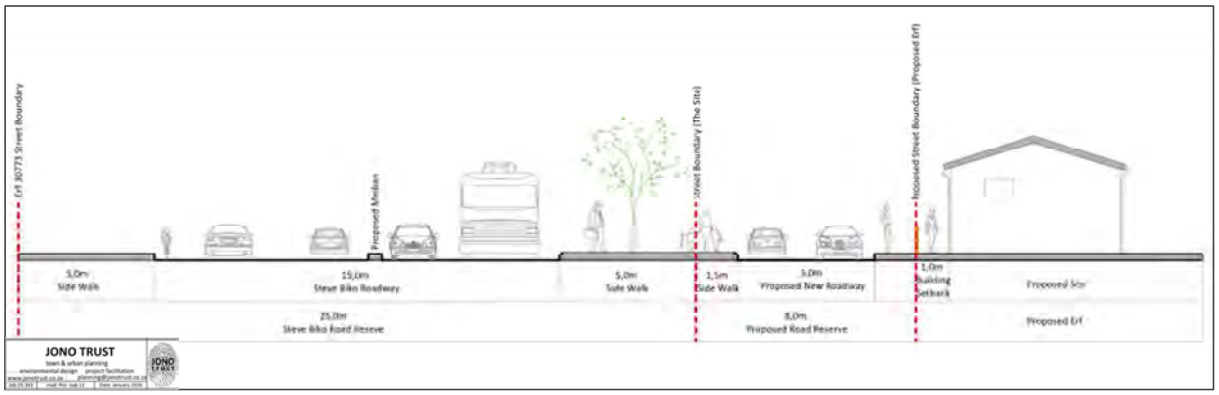
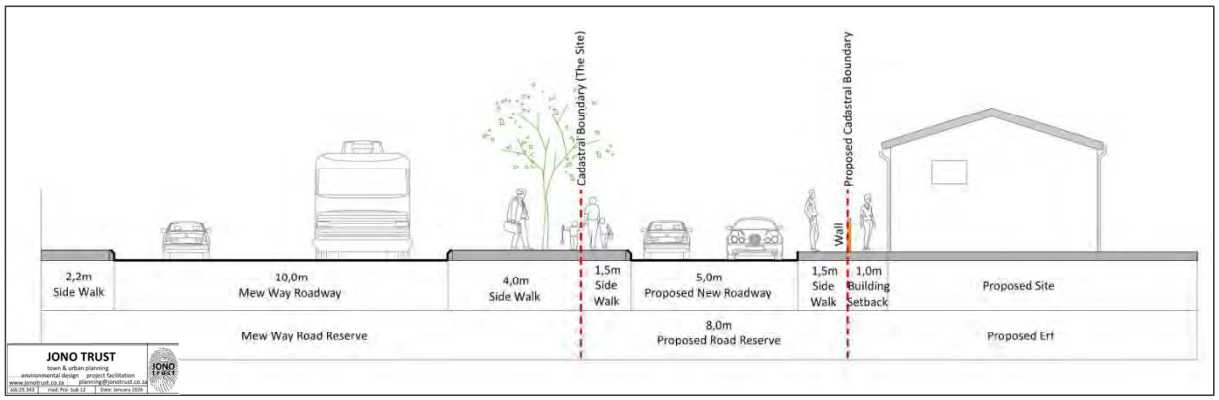


Diagram 2: Cross section from Mew Way Road to Site



9. PUBLIC AND NON-MOTORISED TRANSPORT

The development area is well served by existing public transport services and infrastructure. The planned MyCiti bus route along Mew Way will provide further public transport options. No additional infrastructure will be required.

Formal built sidewalks should be incorporated into the design where possible. Pedestrian crossings will be provided around the public open space, which will serve as a play park.

10. CONCLUSIONS

It can be concluded that the Steve Biko housing project will have a low traffic impact. Other conclusions drawn from the assessment are summarised below.

- The development site is located on the north-eastern corner of Steve Biko Road and Mew Way, Khayelitsha;
- The project will be rolled out in two stages:
  - Stage 1: 340 temporary relocation (TRA) structures on serviced superblocks;
  - Stage 2: 172 serviced low cost housing erven;
- Mew Way and Steve Biko Road will be affected by the development;
- Minibus taxi routes and Golden Arrow bus routes currently run past the site. The next phase of the MyCiti bus service will include a route along Mew Way with bus stops at the Steve Biko Road intersection;
- The development will obtain access from Steve Biko Road and Mew Way;
- The Mew Way access spacing complies with the Western Cape Access Management Guidelines, but the Steve Biko access falls short by 25 metres (155m provided vs 180m required);
- The Steve Biko Road access may be changed to a left in / out if a median island is provided on Steve Biko Road in future;
- No traffic counts could be conducted due to safety concerns. Intersection analyses therefore did not form part of this assessment:
- Congestion may be experienced at the four-way stop intersection between Steve Biko Road and Mew Way. Four-way stops on roads with more than one approach lane is not ideal, and is a safety concern;
- The development will generate 18 trips per peak hour in Stage 1, and 44 trips per peak hour in Stage 2.
- Generated trips will not be concentrated at a single intersection and will have a low impact on intersection operations;
- Sections of the internal streets will run alongside and parallel to Mew Way and Steve Biko Road, but the internal streets will be separated from the outside roads by a landscaped verge;
- No public transport infrastructure will be required.

11. RECOMMENDATIONS

The recommendations made in the Steve Biko housing project transport impact assessment are summarised below.

- The City of Cape Town should consider replacing the four-way stop at the Mew Way / Steve Biko Road intersection with a roundabout or, if preferable for the MyCIti project, with traffic signals;
- The 155-metre access spacing on Steve Biko Road should be allowed, because the access will be serving a whole neighbourhood;
- The current informal Steve Biko Road access to the church site should be closed;
- Internal roads should have a minimum surfaced width of 5 metres;
- Intersections should have bellmouth radii of at least 5 metres;
- Internal streets running parallel to Steve Biko Road and Mew Way will be separated from the outside roads by a landscaped verge;
- Formal built sidewalks should be incorporated into the design where possible.

ANNEXURE A: PHOTOGRAPHIC RECORD OF EXISTING TRANSPORT FACILITIES

1. Mew Way / Steve Biko Road intersection

1a) Looking north



1b) Looking east



1c) Looking south



1d) Looking west



2. New access position on Steve Biko Road

2a) Looking north



2b) Looking east



2c) Looking south



3. New access position on Mew Way

3a) Looking north



3b) Looking east



3c) Looking south



ANNEXURE B: DRAWINGS

Figure 1: Steve Biko housing project | Locality Plan

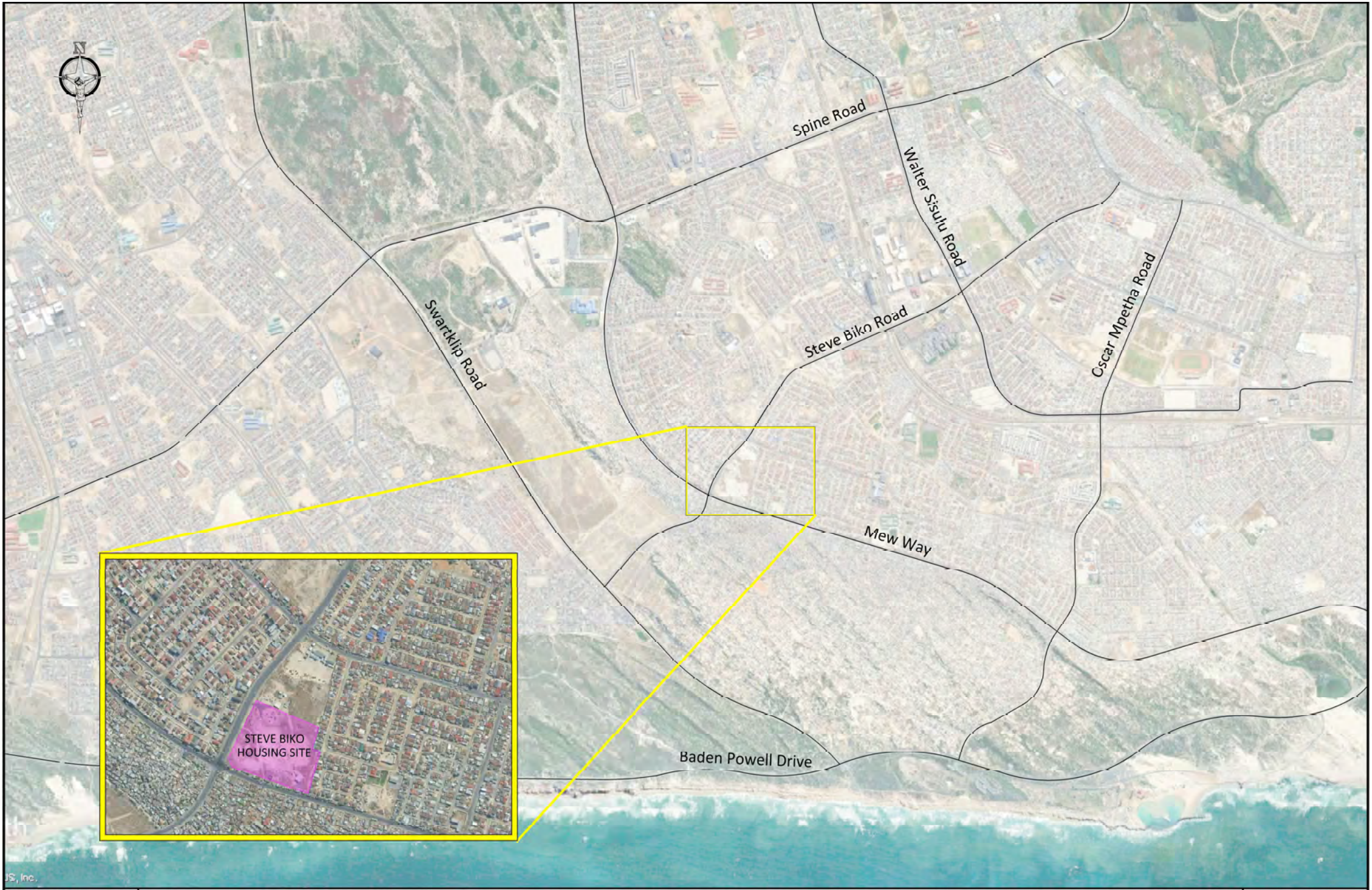
Figure 2: Remainder Erf 38552 Khayelitsha | PRO-SUB 16 (Superblock)| Jono Trust Figure 6.1 | 10 July 2026

Figure 3: Remainder Erf 38552 Khayelitsha | Indicative Site Layout Plan| Jono Trust | Figure 6.3 | 16 July 2026

Figure 4: Remainder Erf 38552 Khayelitsha | PRO-SUB 16 (Future Subdivision)| Jono Trust | Figure 6.2 | 16 July 2026

Figure 5: Distribution of trips generated by Steve Biko housing development: TRA Stage

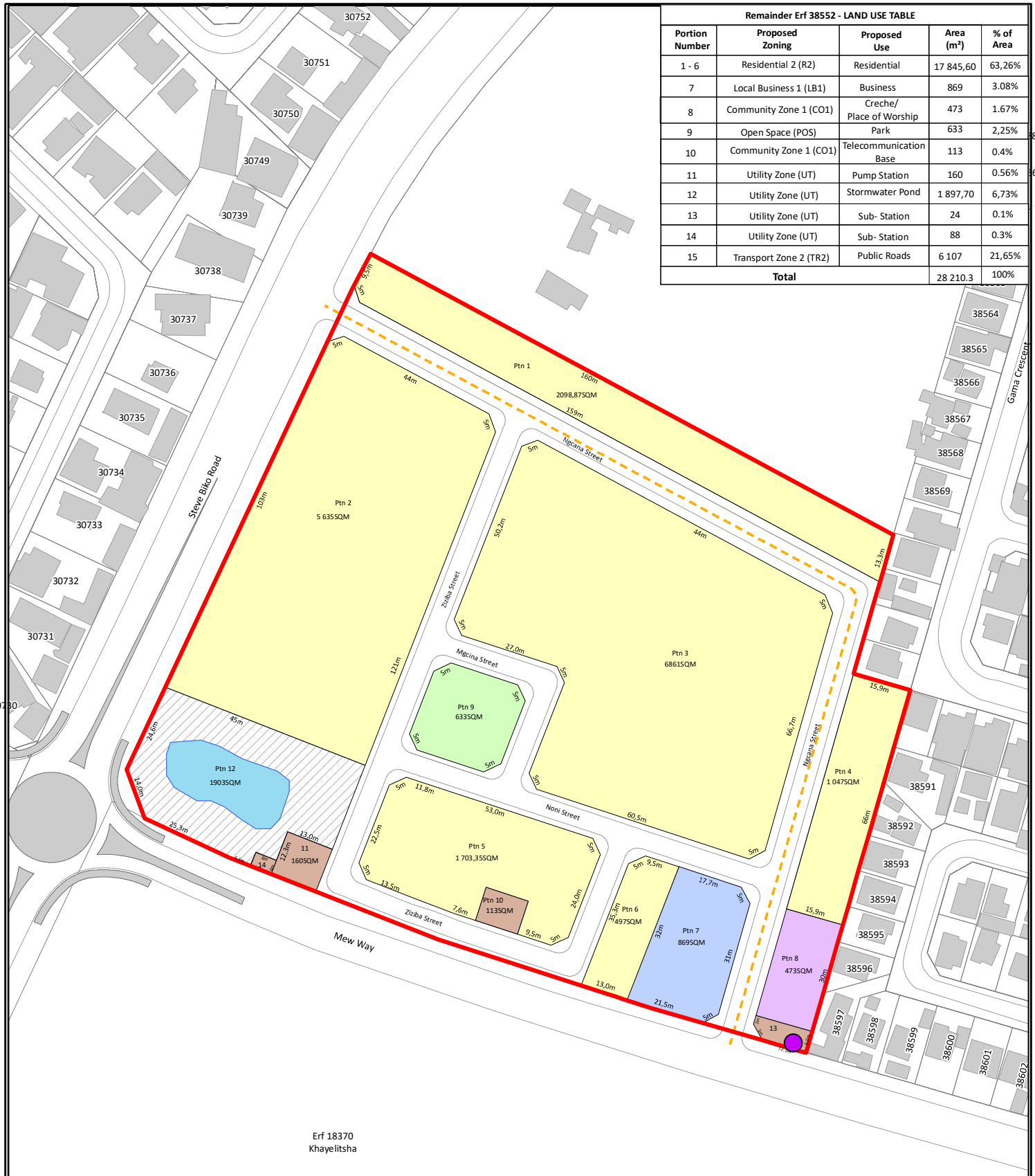
Figure 6: Distribution of trips generated by Steve Biko housing development: Formal Stage



LIEZL STODART
M.Eng Pr. Eng

STEVE BIKO HOUSING PROJECT
LOCALITY PLAN

FIGURE 1
2026-03-26



Remainder Erf 38552 - LAND USE TABLE

Portion Number	Proposed Zoning	Proposed Use	Area (m²)	% of Area
1 - 6	Residential 2 (R2)	Residential	17 845,60	63,26%
7	Local Business 1 (LB1)	Business	869	3.08%
8	Community Zone 1 (CO1)	Creche/ Place of Worship	473	1.67%
9	Open Space (POS)	Park	633	2,25%
10	Community Zone 1 (CO1)	Telecommunication Base	113	0.4%
11	Utility Zone (UT)	Pump Station	160	0.56%
12	Utility Zone (UT)	Stormwater Pond	1 897,70	6,73%
13	Utility Zone (UT)	Sub- Station	24	0.1%
14	Utility Zone (UT)	Sub- Station	88	0.3%
15	Transport Zone 2 (TR2)	Public Roads	6 107	21,65%
Total			28 210.3	100%

FIGURE 2

Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Kerblines
- Main Vehicular Movement And Pedestrian focus area
- Proposed Pump Station
- Detention Site (Approx: 1 897,70m²)
- High Mast
- Community Block
- Serviced Blocks (6) (Approx.: 17 845,60m²)
- Utility Sites (Approx.: 385m²)
- Landscaping Opportunities
- Telecommunication Base

Remainder Erf 38552 Khayelitsha | **6.1**

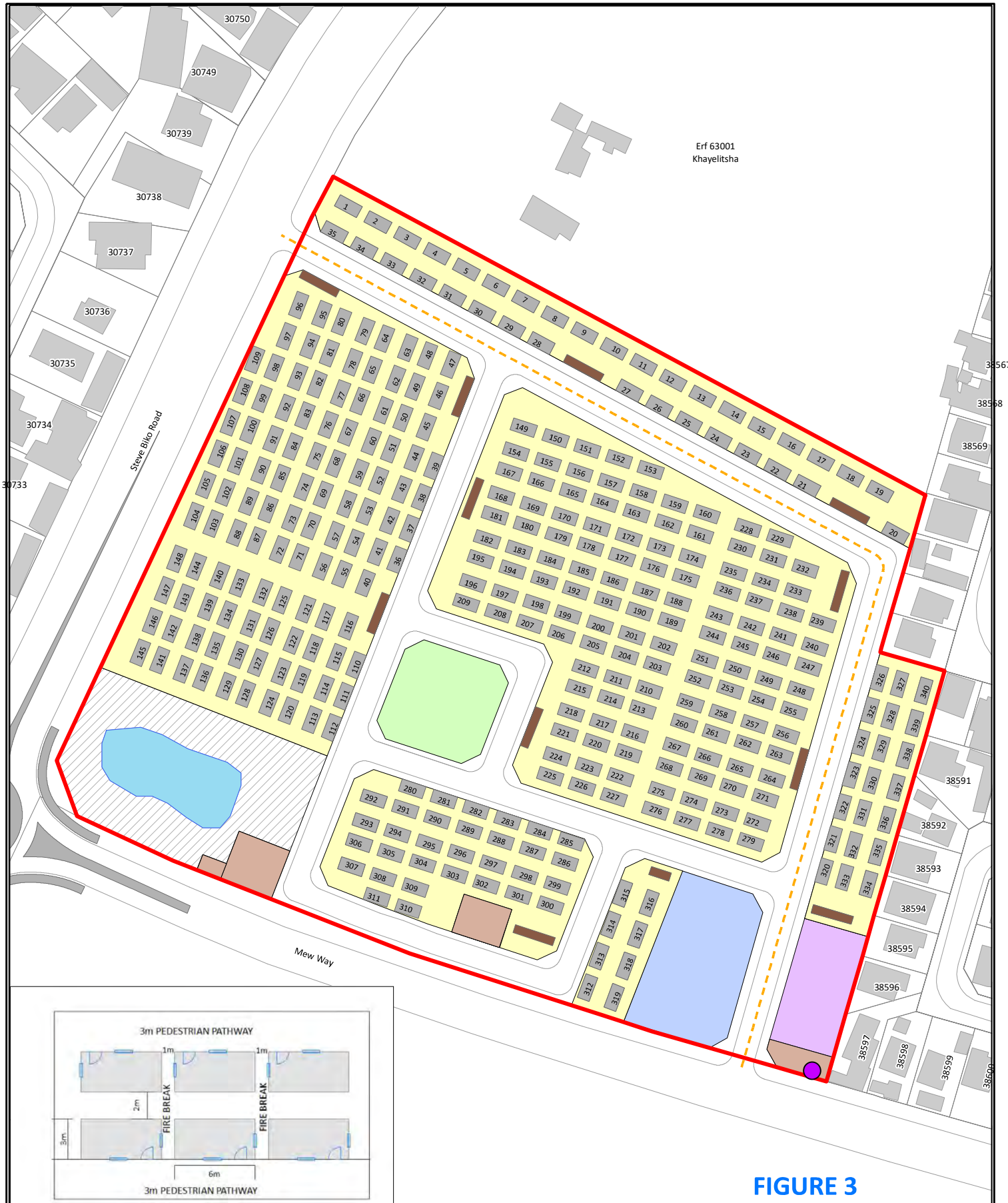
PRO- SUB 16 (SUPERBLOCK)

SCALE at A3 1:1 000 — 0 3,75 7,5 15 22,5 30 37,5 Meters

N

JONO TRUST

Job:25.343 | Mxd: Pro- Sub 16 | Date: 10 July 2026



TYPICAL 3M X 6M STRUCTURE ON SUPERBLOCKS

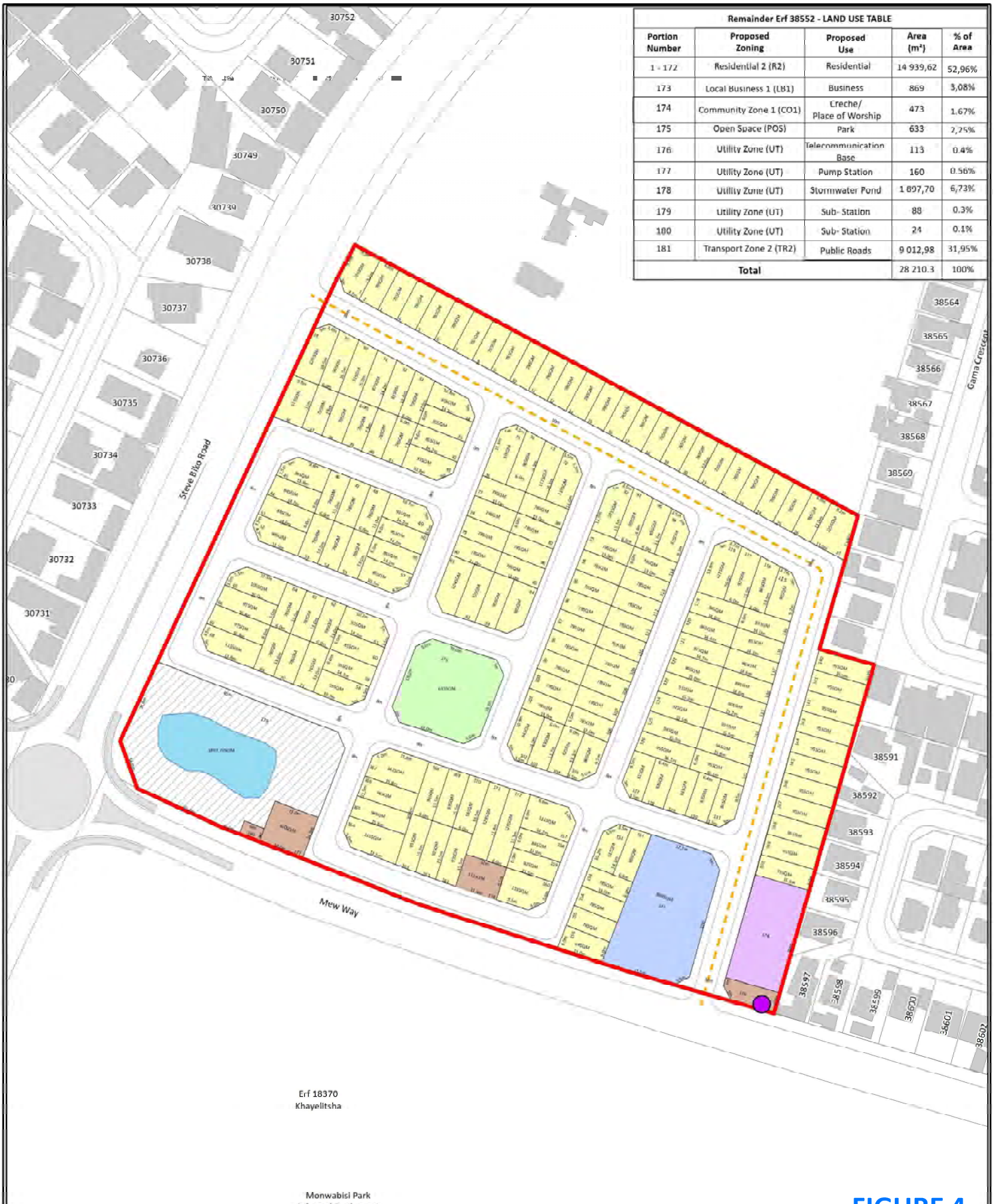
FIGURE 3

Note:
340 Shelters

Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Kerblines
- Main Vehicular Movement And Pedestrian focus area
- Proposed Pump Station
- Detention Site (Approx: 1 897,70m²)
- High Mast
- Community Facility
- Serviced Blocks (6) (Approx.: 17 845,60m²)
- Utility Sites (Approx.: 385m²)
- Landscaping Opportunities
- Telecommunication Base

Remainder Erf 38552 Khayelitsha	**6.2**
INDICATIVE SITE LAYOUT PLAN	
SCALE at A3 1:850	0 3,25 6,5 13 19,5 26 32,5 Meters
N	
JONO TRUST	
Job:25.343	mxd: Site Layout Plan | Date: 16 July 2026



Remainder Erf 38552 - LAND USE TABLE				
Portion Number	Proposed Zoning	Proposed Use	Area (m²)	% of Area
1 - 172	Residential 2 (R2)	Residential	14 939,62	52,96%
173	Local Business 1 (LB1)	Business	869	3,08%
174	Community Zone 1 (CO1)	Creche/ Place of Worship	473	1,67%
175	Open Space (POS)	Park	633	2,25%
176	Utility Zone (UT)	Telecommunication Base	113	0,4%
177	Utility Zone (UT)	Pump Station	160	0,56%
178	Utility Zone (UT)	Stormwater Pond	1 897,70	6,73%
179	Utility Zone (UT)	Sub- Station	88	0,3%
180	Utility Zone (UT)	Sub- Station	24	0,1%
181	Transport Zone 2 (TR2)	Public Roads	9 012,98	31,95%
Total			28 210.3	100%

FIGURE 4

Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Kerblines
- Main Vehicular Movement And Pedestrian focus area
- Proposed Pump Station
- Detention Site (Approx: 1 897,70m²)
- High Mast
- Community Block
- Serviced Blocks (10) (Approx.: 14 939,62m²)
- Utility Sites (Approx.: 258m²)
- Landscaping Opportunities
- Communal Toilet Blocks

Remainder Erf 38552 Khayelitsha 6.2

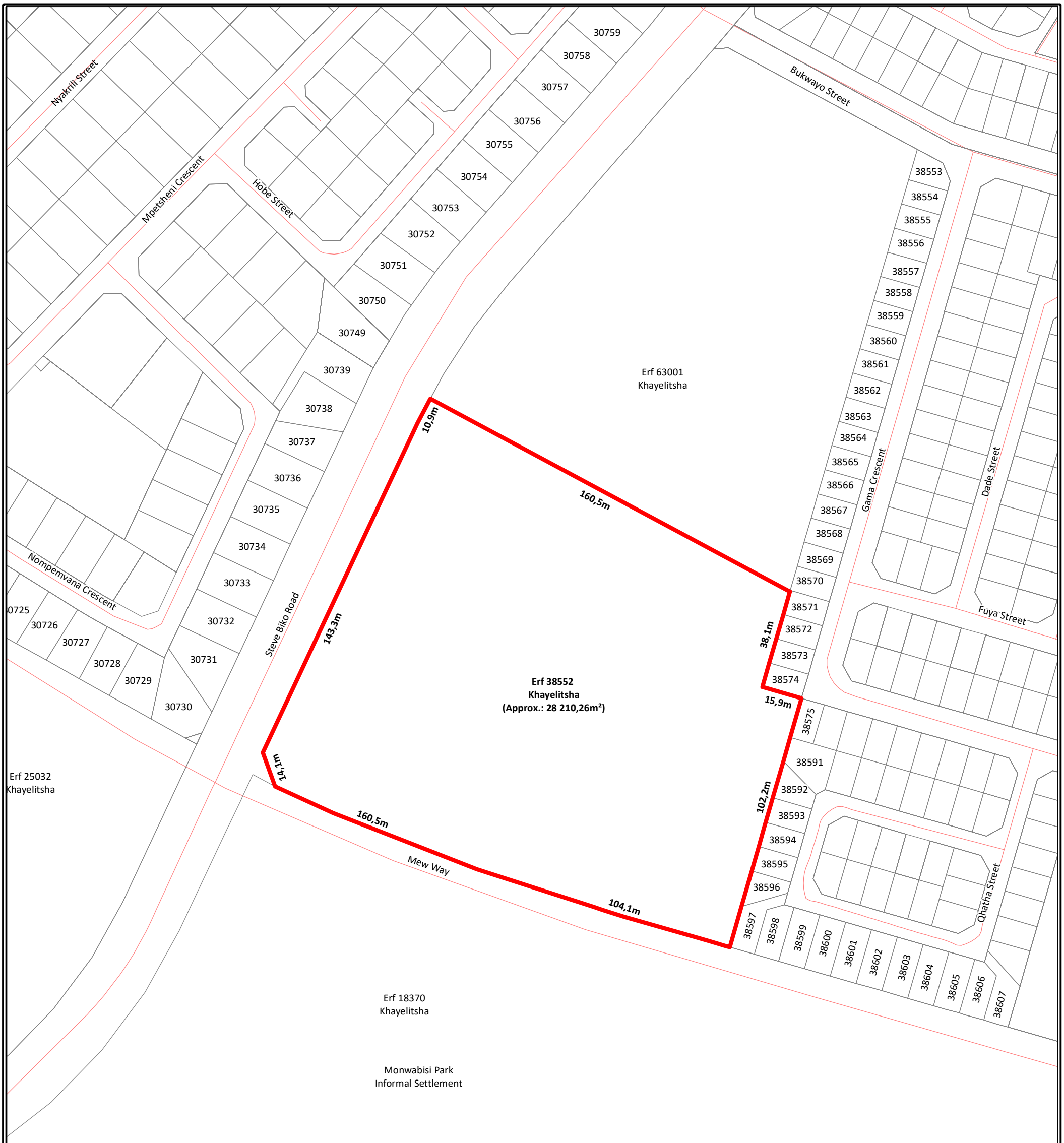
PRO- SUB 16 (FUTURE SUBDIVISION)

SCALE at A3 1:1 000

N

JONO TRUST

Job:25.343 | mxd: Pro- Sub 16 | Date: 16 July 2026



Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Street Centrelines
- -

Remainder Erf 38552 Khayelitsha | **1.2**

PROPERTY CONCERNED

SCALE at A3
1:1 500

0 5 10 20 30 40 50 Meters

N

JONO TRUST

Job:25.343 | mxd: Property Concerned | Date: October 2025

Remainder Erf 38552 - LAND USE TABLE				
Portion Number	**Proposed Zoning**	**Proposed Use**	**Area (m²)**	**% of Area**
1 - 6	Residential 2 (R2)	Residential	17 845,60	63,26%
7	Local Business 2 (LB2)	Business	869	3.08%
8	Community Zone 1 (CO1)	Creche/ Place of Worship	473	1.67%
9	Open Space (POS)	Park	633	2,25%
10	Utility Zone (UT)	Telecommunication Base	113	0.4%
11	Utility Zone (UT)	Pump Station	160	0.56%
12	Utility Zone (UT)	Stormwater Pond	1 897,70	6,73%
13	Utility Zone (UT)	Sub- Station	24	0.1%
14	Utility Zone (UT)	Sub- Station	88	0.3%
15	Transport Zone 2 (TR2)	Public Roads	6 107	21,65%
Total			28 210.3	100%

30752
30751
30750
30749
30739
30738
30737
30736
30735
30734
30733
30732
30731
38564
38565
38566
38567
38568
38569
38591
38592
38593
38594
38595
38596
38597
38598
38599
38600
38601
38602
Steve Biko Road
Gama Crescent
Ngcana Street
Ziziba Street
Mgcina Street
Noni Street
Mew Way
Erf 18370
Khayelitsha
Monwabisi Park
Informal Settlement
Ptn 1
2098,87SQM
Ptn 2
5 635SQM
Ptn 3
6861SQM
Ptn 4
1 047SQM
Ptn 5
1 703,35SQM
Ptn 6
497SQM
Ptn 7
869SQM
Ptn 8
473SQM
Ptn 9
633SQM
Ptn 10
113SQM
Ptn 12
1897,70SQM
Ptn 15
6107SQM
11
160SQM
160m
159m
44m
103m
50,2m
121m
27,0m
66,7m
60,5m
53,0m
45m
24,6m
14,0m
25,3m
13,0m
12,3m
11,8m
22,5m
13,5m
7,6m
24,0m
9,5m
17,7m
35,3m
32m
31m
21,5m
15,9m
66m
30m
13,3m
44,0m
53,0m
9,5m
5m

Key

- Site Boundary: Erf 38552 Khayelitsha (Approx: 28210.26m²)
- Surrounding Properties
- Kerblines
- Main Vehicular Movement And Pedestrian focus area
- Proposed Pump Station
- Detention Site (Approx: 1 897,70m²)
- High Mast
- Community Block
- Serviced Blocks (6) (Approx.: 17 845,60m²)
- Utility Sites (Approx.: 385m²)
- Landscaping Opportunities
- Telecommunication Base

Remainder Erf 38552 Khayelitsha | **6.1**

PRO- SUB 16 (SUPERBLOCK)

SCALE at A3 1:1 000 — 0 3,75 7,5 15 22,5 30 37,5 Meters

N

JONO TRUST

Job:25.343 | Mxd: Pro- Sub 16 | Date: 22 October 2026